

PURCHASE FARM LANDS

ALONG THE LINES OF THE

Grand Trunk Pacific Railway

IN

WESTERN CANADA

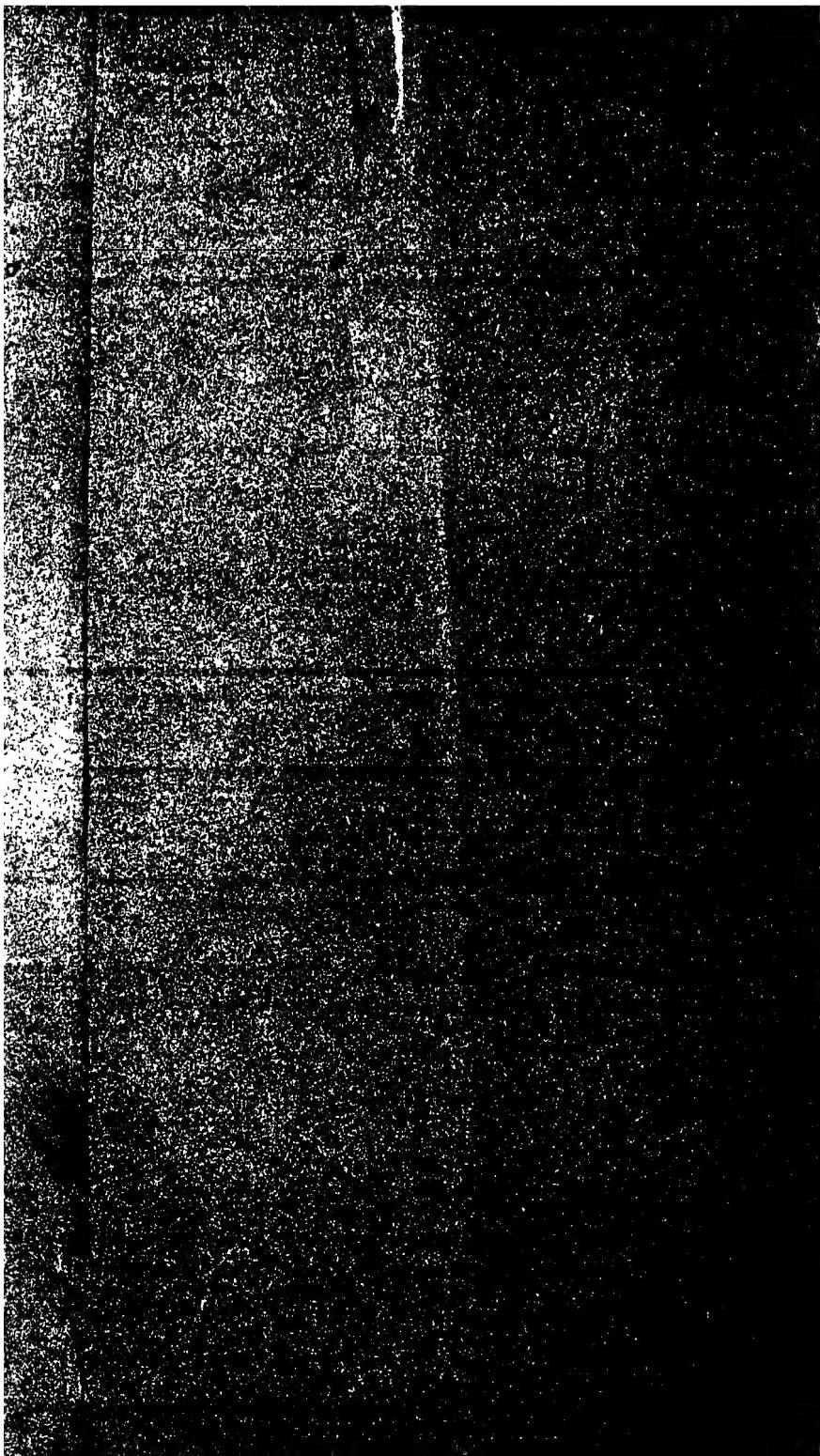
**List of lands which may be purchased,
maps, prices and information**

PAMPHLET L-2. 1910

Issued by General Passenger Department

**GRAND TRUNK PACIFIC RAILWAY COMPANY,
WINNIPEG, MAN.**

JUNE, 18th. 1910



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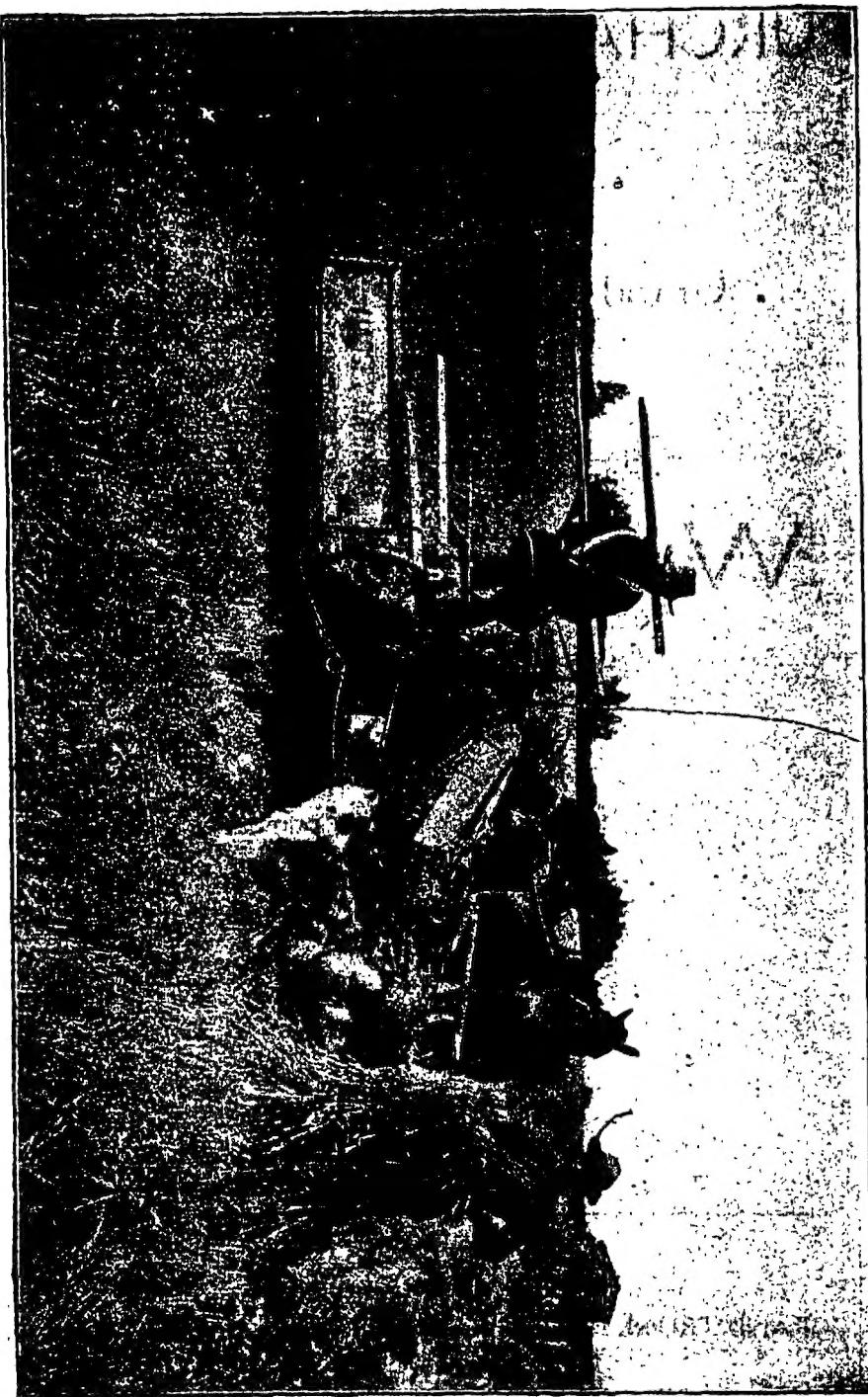
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GRAND TRUNK PACIFIC RAILWAY CO., WINNIPEG, Man.

JUNE 18th. 1910

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HARVESTING SCENE NEAR EDMONTON, ALTA.

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A Statement

The Grand Trunk Pacific Railway *has no land for sale*, other than townsite lots. The list of lands for purchase contained herein are owned by individuals or companies. In the interests of its colonization work solely, the Grand Trunk Pacific has collected the particulars shown for the convenience and ready reference of those interested in Western Canada lands, but who do not wish to acquire lands by the homestead method.

It is designed that all communications concerning any of the lands described herein shall be directed to the General Passenger Agent, Grand Trunk Pacific Railway, Winnipeg, or to any of the district or local passenger agents shown herein, (page 11) who will endeavor to furnish such further information, as required and will advise as to the district or location in which the requirements of the settler correspondent may be satisfied; also bring the buyer and seller in contact when desired. It is not practicable to include statistics as to average of grain and other crops, meteorological reports, reports on the different districts, etc., in this pamphlet. This information is all contained in Dominion Government literature which may be had free upon application to agents, shown on pages 10 and 11.

Pains will be taken to find a suitable location for actual settlers intending to purchase farms along the line of the Grand Trunk Pacific. Those desirous of Homesteading may have free upon application to agents shown on pages 10 and 11 pamphlet L-1 showing homestead lands available and other information.

It is anticipated that the territory penetrated by the Grand Trunk Pacific Railway which is the most fertile section of Western Canada, will fill up rapidly, so that many of the lands listed herein will be purchased shortly and prices fluctuate so that it is impossible to guarantee the complete accuracy of the list either as to lands for purchase or the price, but the latest information concerning any particular location will be cheerfully furnished as promptly as possible upon application to agents shown on pages 11 and 12.

W. P. HINTON,

General Passenger Agent,

Grand Trunk Pacific Ry., Winnipeg.

Western Canada

It is only thirty years since the first suspicion found voice that Western Canada, that is the Country west of the Red River, was suitable for agriculture; and owing to the lack of transportation facilities so that the country could be even superficially inspected, it was some years later before it was realized that it was destined to be the "Bread Basket" of the British Empire. The estimate of the Dominion Government experts place the yearly crop of wheat based on one fourth only of the land suitable for wheat growing being cultivated, at over *eight hundred million bushels*. This is four times as much as imported by Great Britain annually from all of the wheat producing countries of the world combined. The soil is of such a nature, that it will not easily become exhausted even by the crudest farming methods and lack of artificial fertilization.

In 1910, the dawn of the era which must give Canada pre-eminency as the great food producer for mankind, the opportunity and invitation to the agriculturist to procure the most fertile farm land in the world at a price which the proceeds usually from the first crop will more than cover, is the surest road to permanent wealth ever offered, as such land when cultivated will double or treble in value for sale purposes; or based on the general average advance in the value of farm lands in America, will increase the worth of his holdings at the rate of from 25 to 50 per cent on original cost annually for a period of ten or

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more years. A surer road to wealth does not offer in this twentieth century, besides which the maintenance in comfort or even affluence of the tiller of the soil is assured as long as he desires to give bountiful nature in Western Canada a chance to work for him.

In Southern Manitoba settlement has been very rapid and farm lands which might have been readily procured at not over three dollars per acre a few years ago are now bringing thirty-five to sixty dollars when the owner desires to dispose of his farm in order to take up larger and cheaper areas further west in the provinces of Saskatchewan and Alberta.

Western Canadian Conditions

If it were practicable to bring together the land tillers of the old lands or the restless ones who are thinking of moving to fresher and more fertile fields, and those who are settled in Western Canada, it would be unnecessary to present in this pamphlet the many attractions of Western Canada or to use many words in indicating the road to prosperity, for every settler on the land is an enthusiast, wants the world to know of his success and wants to divide the good things with all mankind, so that through the filling up of the country his family may have all the advantages of the best rural communities.

Rural Telephones

Already the provinces of Manitoba, Saskatchewan and Alberta have government owned telephone lines; in fact have bought out the local and long distance companies, and the local lines are being extended as fast as the facilities are required and circumstances will permit.

Postal Facilities and School System

Postal facilities even in remote sections are excellent. The School System is adequate and owing to the liberal provision made by the Dominion and Provincial Governments for the establishment and support of schools every community has a school where there are from six to twelve children.

Schools are strictly non-sectarian but in even the newer settled sections it is usual to find churches of all the principal determinations.

Class of Settlers

It is conservatively estimated that at least 100,000 new settlers will enter Western Canada from the United States during 1910 to settle on the land, and as about twenty-five per cent of the settlers in Saskatchewan and Alberta prior to their coming to Canada were citizens of the United States, it is apparent that the pioneering stage in the development of Western Canada has been passed. These skilled agriculturists have by their methods furnished what was necessary in the way of an object lesson and incentive to the settlers from Eastern Canada and Great Britain, as well as the land holders from the hardy races of northern Europe, to give Western Canada a population of magnificent promise.

Government

The Dominion or Federal government of Canada is elective and as representative of Canada as Congress is of the United States. In fact the administration of affairs in Canada is so closely akin to the method of Government of the United States that there is no perceptible difference unless, it is that the Canadian Government is more directly and quickly responsible to the will of the people. Canada is a self-governed country and does not pay tribute to the mother country.

Taxation

Taxes, which are for municipal and school purposes only, are low and as a rule do not exceed ten dollars per quarter section (160 acres) per annum.

The Grand Trunk Pacific Railway traverses the most fertile section of Western Canada and in settling on land convenient to that route the maximum ad-

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vantage will be obtained in value, market returns and material and social comforts generally.

This section of the country is not a treeless, wind-swept flat prairie, but for the most part is a picturesque park country, rolling, with clumps of trees, watered sufficiently and with climatic conditions so dependable that complete crop failure in any section is quite unknown; on the contrary more wheat per acre and better wheat than elsewhere in America is the rule.

Soil

Nature in her younger days was very kind to Western Canada; inasmuch as the lakes of the glacial eras which covered the plains, deposited the silts and sediments which now form the heavy rich loam on the clay subsoil, which combination makes it the most fertile land in the world. This black loam is from one to three and even five feet in thickness and as the melting snow sinks down and the clay subsoil gives up the frost in the early season sufficient moisture is assured for the growing crops even if the rainfall should be less than the average. This soil is exceedingly rich in nitrogen, potash, lime and phosphoric acid, the chemical properties most desirable in every way.

Climate

The time has probably passed when any impression can exist that Western Canada has a forbidding climate. Such fabrications have been put forth freely in the past by designing persons, but the greatest factors in advertising the delightful features of the climate, which quite submerge the few slight drawbacks, are the people already settled there, prosperous and happy.

The Summers in Western Canada from seed time to harvest are ideal in every respect; the long days bright with sunshine for hours more every day than in other agricultural countries and the cool nights with sufficient rainfall properly distributed in the growing season and little or none at all during harvest, with the absence of summer frosts, guarantee the greatest peace of mind and health of body to the Western Canada farmer.

Autumn is, if possible, more glorious than the summer and when winter sets in with its bracing dry atmosphere and clear days there is nothing to dread but much to enjoy in this season of visiting friends and indulgence in the sports and pastimes of the season.

The snowfall rarely exceeds ten to twelve inches during the entire winter, so that winter storms are of short duration when they occur in Western Canada.

Cyclones or hurricanes are unknown in Western Canada and severe storms of any kind are seldom or never experienced.

Grain Crops

All cereals except corn (maize) are now grown to perfection in Western Canada in the section traversed by the Grand Trunk Pacific Railway. Wheat, oats, barley, flax, potatoes, and garden vegetables, thrive in very few areas as well as they do in this "Last West". The growing of flax is an almost universal necessity to the new comer in the first year or two in breaking the soil, and working his land into wheat growing shape, ensuring him a crop the first year which will maintain him until he has enough land made suitable for his sure and rich harvest.

The lands referred to herein are in Western Manitoba, Saskatchewan and Alberta, where the crop averages have been in the last ten years about 20 bushels per acre, for wheat, as compared with 12 bushels in Minnesota; only 15 in Iowa, 12 in Nebraska; nearly 13 in North Dakota, and a little over 10 in South Dakota. It is not uncommon to find oats running 80 to 110 bushels to the acre, and weighing 40 lbs. or more to the bushel.

Root Crops

The soil in Western Canada, in the districts served by the Grand Trunk Pacific Railway is ideal for the growing of mammoth root crops, excellent in quality, unsurpassed in yield per acre. The average of the potato crop for

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Manitoba in 1908, according to Dominion Government reports, was 183 bushels and for turnips and other roots 480 bushels per acre, and the other Provinces reported splendid returns as well. Individual yields ran as high as 400 bushels of potatoes to the acre, the average price received being from 39 cents per bushel for potatoes in Manitoba to 59 cents per bushel in Alberta.

Stock Raising

The great cattle ranges of Alberta are especially famed for the quality and quantity of their steers, horses and sheep, while the restricting of the grazing areas in Saskatchewan and Manitoba through the greater settlement which has taken place has made it necessary for the farmers in the latter provinces to stock with other general purpose grades of cattle, and the progress made recently has been gratifying as the thorough suitability of the park country with its abundant and nutritious grasses as well as the short season in which shelter and fodder must be furnished provide more than fair conditions for stock raising. The expense of wintering is not great as the snowfall being light the season for shelter and feeding does not often exceed two months and in Alberta even a much shorter period.

Interest of the Dominion and Provincial Governments in the Settler

The greatest possible assistance is given the settler in all branches of agriculture, stock and poultry raising, dairying and fruit culture by the Dominion and Provincial Governments, whose experimental farms and stations are located at different points in the Western Provinces, from which bulletins are issued regularly (free for the asking), seed grain and grasses distributed at low cost, and practical farmers sent out periodically to lecture and demonstrate in the new communities; a guarantee that the settler will have more advantages in Western Canada at the outset than elsewhere to be found in any country.

The large packing plants near Edmonton and at Winnipeg on the line of the Grand Trunk Pacific furnish a guarantee that cattle, sheep and hogs will find a ready market at good prices. Poultry raising too, will be found highly productive, as the markets of Winnipeg, Melville, Saskatoon, Edmonton and many rapidly growing centres now rely on the East for their supply to a large extent, and prices are necessarily very high. A similar condition exists with respect to dairying, in which branch highly profitable results await the new comer. Alberta now ships some of the product of her creameries to the Yukon and the Orient, besides supplying the local demand. The industry is also making rapid strides in Manitoba, and some considerable advances recently in Saskatchewan.

Throughout the route from Winnipeg west there is no unsightly or arid country, which is noticed over extensive sections of other prairie routes. The sloughs or lakes are fresh or only slightly alkaline as a general rule, and over a large area the land is particularly suitable for mixed farming, the natural grasses being abundant and nutritious for stock.

Necessities of the Home

A sufficient supply of good water for domestic purposes is obtainable throughout the entire territory along the Grand Trunk Pacific, although in some cases the wells must be from 25 to 75 feet, but this condition is not objectionable in prairie sections, as is well known.

Fuel coal, which is described as lignite because it is not strictly bituminous coal, but is much superior to that known as lignite in other sections, is mined at present along the line of the Grand Trunk Pacific near Edmonton and Tofield, although the country near Wainwright shows coal deposits and again around Touchwood. West of Edmonton the entire territory is underlaid with coal at frequent intervals. This insures a reliable supply of excellent coal at comparatively low prices, if the wood in any locality is insufficient for any domestic demand. Wood is more plentiful along the Grand Trunk Pacific than in other localities of the prairie section of Western Canada, and is scarce over a small

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portion of the country only; but eliminate the territory from Raymore to Undora, Xena to Duro and Beggar to Vera, and there is generally sufficient wood for fuel and small buildings.

Building Material

With the opening of the Grand Trunk Pacific to the McLeod River in Alberta, an excellent timber country has been reached, assuring settlers a plentiful and cheap supply of building timber and lumber. In addition to that supply, lumber is delivered from Edmonton, Prince Albert and other manufacturing points, so that a supply of the domestic materials necessary in the creation of a prosperous farm will be available at any point on the Grand Trunk Pacific, and at moderate prices. As a rule all the townsites so far established along the line have from one to five lumber yards ensuring a supply at competitive prices.

Brick making is practicable in nearly every locality along the line, the clay being especially suitable both for common and pressed brick, also drain tiles. As the demand grows the manufacture will become general.

Markets

The Grand Trunk Pacific Railway, besides being the only all Canadian transcontinental route from the Atlantic to the Pacific Ocean, is the first of the transcontinental lines to be constructed in thoroughly modern fashion, so that settlers are assured the lowest cost and most reliable means of transportation in reaching eastern markets, or the ocean ports on the Atlantic or Pacific and on Hudson Bay. It is anticipated that a large part, if not all, of the grain for export to European markets from Saskatchewan and Alberta in the near future will find a cheap route via Prince Rupert over the Grand Trunk Pacific, thence by steamship through the Panama Canal. The railway is being built with this belief in view, and in consequence of the low grades through the mountains, the most of haulage will probably enable the business to be profitably handled at rates to compare favorably with those applying over the prairie section of the line, which is not nearly possible over any other route.

For the products which move eastward the Grand Trunk Pacific is constructing adequate storage facilities at Fort William on Lake Superior, where by water transportation every export market available for any grain grown in the west favored localities in North America is furnished the farmer along the Grand Trunk Pacific in Western Canada, besides opening the local markets in Eastern Canada on the Grand Trunk Railway System, which is the pioneer railway, and best serves with its connections every section of the eastern provinces.

The Trans-continental Line passing north of Lake Superior to the Atlantic seaboard at Montreal, Quebec, Halifax and St. John is being constructed in such a manner that the flow of export grain from Western Canada will be continuous throughout the year, instead of as at present, being stored for the opening of navigation at the Great Lakes, which means that the grain grower along the Grand Trunk Pacific should receive an additional price for his grain to the extent of the storage and carrying over charges, which will be a considerable advantage over that possessed by others.

Western Canadian Publications

This pamphlet deals in a general way only with conditions, as space will not permit the duplication of the many excellent pamphlets issued by the Dominion and Provincial Governments which satisfy every inquiry of the prospective settler.

Canadian Government Literature

dealing with conditions and prospects in Western Canada is complete and commands the confidence of the land settler. "Canada West the Last Best West" is the latest, complete pamphlet issued by the Minister of the Interior which contains specific information, facts and results from ranching, dairying, grain growing, mixed farming, etc. This may be procured free from the nearest Canadian Government Immigration Agent, list of whom will be found on pages 11 and 12, or the General Passenger Agent, Grand Trunk Pacific Railway, Winnipeg.

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You owe a duty

to your growing sons to settle them on the land and keep them with you. This can best be done by disposing of your valuable farm and with the proceeds getting more land and more productive land for each one of your sons and for yourself in Western Canada. This can usually be done and after equipping the new farms, find that you have a larger bank account than before, besides which one good crop from the new farms will surely pay the entire cost of purchase.

Homestead Lands

The Grand Trunk Pacific Railway in pamphlet L-1 publishes a list of lands available along the route for free homesteads and pre-emption, with a map and all necessary information including homestead regulations, customs and freight regulations on settlers' effects, etc. This pamphlet will be furnished free upon application to the General Passenger Agent, Grand Trunk Pacific Ry., Winnipeg, or may be procured through district or local agents of the Grand Trunk Railway System or Grand Trunk Pacific Railway.

Information

If any further information is required, or anything in this pamphlet not understood, call on or write any agent shewn herein, or write direct to the General Passenger Agent, Grand Trunk Pacific Railway, Somerset Block, Winnipeg, Manitoba.

In Western Canada taxes are very low. Schools are endowed and may be established in any section where there are six or more children.

Lands are largely rolling prairie with one to two feet black loam on a clay subsoil.

Grazing leases are issued to settlers, if pasture required.

Hay leases are issued to settlers if required in addition to that cut on their own quarter sections.

Free timber permits are issued to settlers for building material if no suitable timber on their own property.

Markets are available owing to excellent transportation facilities.

The climate is hot in summer, and cold in winter — the best conditions for grain growing; besides there is much more daylight and sunshine in the growing season which insures against summer frosts.

Fuel is easily and reasonably procured.

The Torrens System of land registry is in use in Western Canada by which System the Government issues the deed and guarantees the title besides saving the purchaser expense in procuring the deed.

Western Canada has no frontier or lawlessness. The Montreal Police effectively patrol the prairies as the local police the towns in other countries.

Western Canada is not an experiment. It has been proved and the way of settlement is peopling it rapidly. The pioneering period has long been passed.

Settlers' Freight Rates

Low rates for settlers' effects apply from Eastern Canada and many United States points to Winnipeg and west.

The following is a summary of the Customs and Freight regulations:

Customs Regulations

The following is an extract from the customs tariff of Canada, specifying the articles that can have free entry.

Settlers' Effects, viz.:—Wearing apparel, household furniture, books, implements and tools of trade, occupation, or employment; guns, musical instruments, domestic sewing machines, typewriters, live stock, bicycles, carts, and other vehicles, and agricultural implements in use by the settler for at least six months before his removal to Canada, not to include machinery or articles imported for

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use in any manufacturing establishment or for sale; also books, pictures, family plate or furniture, personal effects, and heirlooms left by bequest; provided, that any dutiable articles entered as settlers' effects may not be so entered unless brought with the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty until after twelve months actual use in Canada.

A settler may bring into Canada, free of duty live stock for the farm, on the following basis, if he has actually owned such live stock abroad for at least six months before his removal to Canada: 16 horses, 16 cattle, 160 sheep or swine. The same proportions are to be observed if horses, cattle, sheep and swine are brought in together or part of each. Duty will be charged on animals in excess of the numbers above provided for.

The settler will be required to fill up a form (which will be supplied him by the customs officer on application) giving description, value, etc., of the goods and articles he wishes to be allowed to bring in free of duty. He will also be required to take the following oath:

I,....., do hereby solemnly make oath and say that all the goods and articles hereinbefore mentioned are to the best of my knowledge and belief entitled to free entry, as settlers' effects under the tariff of duties of customs now in force, and that all of them have been owned by myself for at least six months before removal to Canada; and that none of the goods or articles shown in this entry, have been imported as merchandise for any use in a manufacturing establishment or as a contractor's outfit, or for sale, and that I intend becoming a permanent settler within the Dominion of Canada, and that the "Live Stock" enumerated in the entry hereunto attached, is intended for my own use on the farm which I am about to occupy (or cultivate), and not for sale or speculative purposes, nor for the use of any other person or persons.

Sworn before me..... this..... day of..... 191

Collector.....

Freight Regulations

1. Carloads of settlers' effects, within the meaning of the settlers' tariff, may be made up of the following described property for the benefit of actual settlers, viz.: Live stock, any number up to but not exceeding ten (10) head, all told, viz.: Cattle, calves, sheep, hogs, mules, or horses; household goods and personal property (second-hand): wagons or other vehicles for personal use (second-hand) except automobiles, hearses, omnibuses, or similar vehicles; farm machinery, implements, and tools, (all second-hand); Lumber and Shingles (from Eastern Canada, and also Winnipeg Portage la Prairie and between local Grand Trunk Pacific stations, these must consist of pine hemlock, spruce or brasswood), not to exceed 2,500 feet in all, or the equivalent thereof, (from Eastern Canada, the limit is 2,000 feet); or in lieu of, not in addition to, the lumber and shingles, a portable house may be shipped; seed grain, small quantity of trees or shrubbery; small lot live poultry or pet animals; and sufficient feed for the live stock, while on the journey. Settlers' effects rates, however, will not apply on shipments of second-hand wagons, buggies, farm machinery, implements, or tools, unless accompanied by household goods.

2. Should the allotted number of live stock be exceeded, the additional animals will be charged for at proportionate rates over and above the carload rate for the settlers' effects; but the total charge for any one such car will not exceed the regular rate for a straight carload of live stock.

3. Passes.—One man will be passed free in charge of live stock when forming part of carloads, to feed, water, and care for them in transit. Agents will use the usual form of Live Stock Contract.

4. Less than carloads, will be understood to mean only household goods (second-hand), wagons or other vehicles for personal use (second-hand), except automobiles, hearses, omnibuses or similar vehicles; and (second-hand), farm machinery, implements, and tools. Less than carload lots must be plainly addressed. Minimum charge on any shipment, will be 100 pounds at regular first-class rate.

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5. Merchandise, such as groceries, provisions, hardware, etc., also implements, machinery, vehicles, etc., if new, will not be regarded as settlers' effects, and, if shipped, will be charged at the regular classical tariff rates. Agents, both at loading and delivering stations, therefore, give attention to the prevention of the loading of the contraband articles and see that the actual weights are way-billed when carloads exceed 24,000 lbs., on lines, St. Paul and north thereof.

6. Top Loads.—Agents do not permit, under any circumstances, any article to be loaded on the top of box or stock cars; such manner of loading is dangerous and absolutely forbidden.

7. Settlers' effects, to be entitled to the carload rates, cannot be stopped at any point short of destination for the purpose of unloading part. The entire carload must go through to the station to which originally consigned.

8. The carload rates on settlers' effects apply on any shipment occupying a car weighing 24,000 lbs. or less. If the carload weighs 24,000 lbs. the additional weight will be charged for.

At St. Paul, Minn., and north thereof, 24,000 lbs. constitute a carload, between Chicago and St. Paul and Kansas City or Omaha and St. Paul a carload is 20,000 lbs. From Chicago and Kansas City north to St. Paul any amount over this will be charged extra. From points in Eastern Canada via Chicago, 24,000 lbs. is the minimum carload weight. From points south and east of Chicago in the United States only five horses or heads of live stock are allowed in carloads, any over this will be charged extra; carload 12,000 lbs. minimum.

9. Minimum charge on any shipment will be 100 lbs. at first-class' rate.

10. Freight charges on shipments of settlers' effects should be prepaid.

Quarantine of Settlers' Cattle

Settlers' cattle, when accompanied by certificates of health, to be admitted without detention; when not so accompanied, they must be inspected. Inspectors may subject any cattle showing symptoms of tuberculosis to the tuberculin test before allowing them to enter. Any cattle found tuberculous to be returned to the United States or killed without indemnity. Sheep for breeding and feeding purposes may be admitted subject to inspection at port of entry, and must be accompanied by a certificate, signed by a Government inspector, that sheep scab has not existed in the district in which they have been fed for six months preceding the date of importation. If disease is discovered to exist in them, they may be returned or slaughtered. Swine may be admitted, when forming part of settlers' effects, but only after a quarantine of thirty days, and when accompanied by a certificate that swine plague or hog cholera has not existed in the district whence they came for six months preceding the date of shipment; when not accompanied by such certificate, they must be subject to inspection at port of entry. If diseased, to be slaughtered without compensation.

Dominion Land Offices

District	Name of Agent	Post Office Address
Battleford	W. R. Riddington.	Battleford, Sask.
	J. C. Ross, (sub-agent).	Wilkie, Sask.
	E. G. Schraeder, (sub-agent).	Macklin, Alta.
Edmonton	K. W. Mackenzie.	Edmonton, Alta.
	C. C. Reed, (sub-agent).	Ponoka, Alta.
	J. A. Edgson, (sub-agent).	Edson, Alta.
	W. A. Marshall, (sub-agent).	Entwistle, Alta.
	J. S. McDonald, (sub-agent).	Sedgewick, Alta.
	C. H. Dunn, (sub-agent).	Wabamun, Alta.
	D. Daysland, (sub-agent).	Daysland, Alta.
Red Deer	A. H. Goodwin, (sub-agent).	Vegreville, Alta.
	N. Culp, (sub-agent).	Wainwright, Alta.
	W. H. Cottingham.	Red Deer, Alta.
	Frank Vickerson, (sub-agent).	Lacombe, Alta.
	C. C. Reed, (sub-agent).	Ponoka, Alta.

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District	Name of Agent	Post Office Address
Humboldt.	A. Norquay.	Humboldt, Sask.
	H. Butcher, (sub-agent).	Kutawa, Sask., (near Touchwood station, on Grand Trunk Pacific.)
	R. Newth, (sub-agent).	Lipton, Sask.
	F. R. White, (sub-agent).	Sheho, Sask.
	A. W. Schunke, (sub-agent).	Nokomis, Sask.
Saskatoon.	D. L. Bettchen.	Saskatoon, Sask.
	J. C. Ross, (sub-agent).	Wilkie, Sask.
	E. G. Schraeder, (sub-agent).	Macklin, Alta.
Yorkton.	J. E. Peaker.	Yorkton, Sask.
	J. Böbier, (sub-agent).	Dubuc, Sask.
	R. Newth, (sub-agent).	Lipton, Sask.
	F. R. White, (sub-agent).	Sheho, Sask.
Prince Albert.	G. L. Dempster.	Prince Albert, Sask.

Special Fares for Landseekers

Land settlers certificates entitling bona fide settlers to special fares on the Grand Trunk Pacific Railway will be issued by the following:

Canadian Government Immigration Agents in the United States

M. V. McInnes, 176, Jefferson Avenue, Detroit, Michigan.
 James Grieve, Auditorium Building, Spokane, Washington.
 J. S. Crawford, 125 W. Ninth Street, Kansas City, Missouri.
 E. T. Holmes, 315 Jackson Street, St. Paul, Minn.
 Geo. A. Hall, 125 Second Street, Milwaukee, Wis.
 C. J. Broughton, 4th floor, Merchants Loan and Trust Building, Chicago, Ill.
 W. V. Beattie, Room 4, Bee Building, Omaha, Nebraska.
 J. M. MacLachlan, Drawer 578, Watertown, South Dakota.
 C. Pilling, Clifford Block, Grand Forks, North Dakota.
 W. H. Rogers, 3rd floor, T. T. Building, Indianapolis, Indiana.
 H. M. Williams, Gardner Block, Toledo, Ohio.
 C. A. Laurier, Marquette, Michigan.
 Benj. Davies, Dunn Block, Great Falls, Montana.
 Thos. Hetherington, 2nd floor, Tremont Building, Tremont St., Boston, Mass.
 Thos. Duncan, Syracuse Bank Building, Syracuse, N.Y.
 J. BRUCE WALKER, Commissioner of Immigration, Winnipeg, Man.

List of Principal Grand Trunk Railway System Agents

Baltimore, Md.	Theo. H. Diener & Co.	Ticket Agents, 217 E. Baltimore Street
Battle Creek, Mich.	L. J. Bush.	Passenger Agent, G. T. Station
Bay City, Mich.	H. G. Smith.	Passenger Agent, G. T. Station
Boston, Mass.	E. H. Boynton.	New England Passenger Agent, 256 Washington St.
Brockville, Ont.	J. H. Fulford.	Ticket Agent
Buffalo, N.Y.	H. M. Morgan, City Pass. and Tkt. Agt.	285 Main St. (Elliot Sq. Bldg.)
Chicago, Ill.	C. G. Ortezburger, City Pass. and Tkt. Agt.	249 Clark St. cor Jackson B'vd.
Cortland, N.Y.	D. P. Drewery.	Travelling Passenger Agent, 6 Burgess Block
Detroit, Mich.	Geo. W. Watson.	City Passenger and Ticket Agent, 124 Woodward Ave.
Flint, Mich.	H. H. Earle.	Passenger Agent, G.T.R. Station
Grand Rapids, Mich.	C. A. Justin.	City Passenger and Ticket Agent, G.T.R. Station
Hamilton, Ont.	C. E. Morgan.	City Passenger and Ticket Agent, 11 James Street North
Kansas City, Mo.	Gay W. Norman.	Travelling Passenger Agent, 287 Sheildley Building
Kingston, Ont.	J. P. Hanley.	City Passenger and Ticket Agent
Lansing, Mich.	B. H. Potter.	Passenger Agent, G.T. Station
Lewiston, Me.	P. J. Chandler.	Passenger Agent, G.T.R. Station
London, Ont.	E. de la Hooke.	City Pass. and Tkt. Agt. cor Richmond and Dundas Sts.
Los Angeles, Cal.	W. H. Bullen.	Pacific Coast Agent, 303 Wilcox Building
Milwaukee, Wis.	Crosby Trans. Co.	336 East Water Street

GRAND TRUNK PACIFIC RAILWAY

Minneapolis, Minn.	W. J. Gilkerson	Travelling Passenger Agent, 713 Metropolitan Bldg.
Montreal, Que.	J. Quinlan	District Passenger Agent, Bonaventure Station
Montreal, Que.	W. H. Flancy	City Passenger and Ticket Agent, 130 St. Jérôme St.
Mt. Clemens, Mich.	Casper Dzizek	City Passenger and Ticket Agent, 12 South Gratiot Ave.
New York, N. Y.	F. P. Dwyer	General Agt. Pass. Dept., Railway Exchange, 290 Broadway
Niagara Falls, N. Y.	W. J. Hamilton	Ticket Agent, 1 Falls Street
Ogdensburg N. Y.	Geo. S. Meagher	Ticket Agent, 55 State Street
Ottawa, Ont.	Percy M. Buttler	City Pass. and Tkt. Agent Russell House, Blk., cor. Sparks and Elgin Sts.
Peterboro, Ont.	W. Bunton	City Passenger and Ticket Agent
Pittsburg, Pa.	W. Robinson	Travelling Passenger Agent, 508 Park Building
Pontiac, Mich.	C. E. Haskell	Passenger Agent, G.T. Railway Station
Port Huron, Mich.	C. R. Clarke	Ticket Agent, G.T.R. Station
Portland, Me.	C. E. Tenny	Passenger Agent, G. T. Railway Station
Quebec, Que.	Geo. H. Stott	C. P. & T. A. cor. St. Anne & DuFort Sts. & Ferry Ldg. Dalhousie St.
Saginaw, Mich.	Hugh E. Quilek	Passenger Agent, G. T. R. Station
San Francisco Cal.	F. H. Lord	Agent, 899 Monandnock Building
Seattle, Wash.	J. H. Burgis	General Agent Passenger Dept., First Ave. and Yesler Way
Sherbrooke, Que.	C. H. Foss	City Passenger and Ticket Agent, 2 Wellington Street
South Bend, Ind.	C. A. McNutt	Passenger Agent, G. T. R. Station
Toronto, Ont.	I. D. McDonald	District Passenger Agent, Union Station
Toronto, Ont.	C. E. Horning	City Pass. & Tkt. Agt., North-West corner King & Yonge Sts.
Winnipeg, Man.	A. E. Duff	General Agent Passenger Department, 260 Portage Avenue
Vancouver, B. C.	H. G. Smith	City Pass. Agt. 533 Granville St.
Victoria, B. C.	W. Duperow	City Pass. Agt., G. T. P. Docks Wharf St.

PRICE OF LAND

The prices of farm lands listed herein range from about \$10 per acre to \$20 per acre for wild lands, and from \$16 to \$30 per acre for improved farms with buildings according to quality of soil, kind of breaking necessary and distance from the stations of the Grand Trunk Pacific Railway.

Terms

Terms of payment vary, but as a usual practice 25 per cent. cash is required and the balance of payments extend over a period of from four to ten years, with interest at 6 per cent. to 7 per cent.

Reference Marks and Notes appearing in Schedules of Land offered for sale

* Part of area only (appears after section number).

† Improved or partly improved lands.

Section number appear in schedules as follows:

Whole section vacant 1, 2, 3, etc.

Half " " N. 1; S. 1; E. 1; W. 1, etc.

Quarter sections N.W. 1, 2, 3; S.W. 1, 2, 3, etc.

N.E. 1, 2, 3; S.E. 1, 2, 3, etc.

Abbreviations

T'shp — Township.

Sec. — Section.

R'ge — Range.

West Mer. — West of — Meridian.

Other Publications

Additional booklets as follows are issued by the Grand Trunk Pacific, "8000 Free Homesteads", giving list of all homestead land open along the line and other information required in connection with homesteading; "Farming, Ranching and Social Conditions in Western Canada", containing a number of articles written by editors of leading agricultural papers in the United States; "Prince Rupert" pamphlet, descriptive of the Pacific Coast terminus of the railway, "Grand Trunk Pacific" pamphlet, containing a general sketch of the new trans-continental railway, and also leaflet listing certain lands that may be leased from the Railway for Agricultural purposes. Copies may be obtained free, from any representative of the Grand Trunk or Grand Trunk Pacific, or by writing to Mr. W. P. Hinton, General Passenger Agent, Winnipeg.



THRESHING SCENE IN MANITOBA, PORTAGE LA PRAIRIE

LIST OF
Western Canada Lands for Sale
 along the line of the
GRAND TRUNK PACIFIC RAILWAY

Township	Range	Meridian		SECTIONS	Nearest Station
8	10	E 1	A	1, 2, 3, 10, 12, 13, 14, 15, 19 to 25, N.E. 26, 27, 28, 30 to 36.....	
	11		"	19 to 36 except 29 and W. S.E. 26.	
9	8		"	7, N.E. 16, S. N.W. 18, W. 19, W. 1/2 of N.W. 32.....	
	9		"	1, 3 to 7, 9, 10, 13 to 36, except 29 and W. S.E. 26.....	
	10		"	All this township, except 8, 11, 17, 18, S. 19, 29, W. S.E. 26.....	
10	9		"	1, 4, 5, 6, 7, 9, 10, 13, to 20, S. 21, W. S.E. 22, E. S.W. 23, 24, 25, 30, 32, N.W. 2, S.E. 3.....	
	10		"	Entire township, except 8, 11, 25, 26, 29, W. 32, W. S.E. 35, E. 36.....	
	12		"	1, 5, 6, 7, 17, 18, 25, 35, 36, E. N.W. 2, W. S.W. 4, W. 9, E. 14, E. N.W. 23, N. 30, E. 12, S.W. 12, E. 13, N.W. 13, N. 34.....	
11	9		"	5, 6, 12, to 36, except W. S.E. 26, and 29, E. N.W. 1, W. 4, S. 7, 10.	
	10		"	4, 5, 6, 7, 16, 17, 18, 19 to 36, except W. S.E. 26 and 29.....	
	12		"	S.E. 4, N.E. 9, 10, 12, 13, 14, 15, 22, 23, 24, 25, 34, 35, 36, E. 16, N.E. 17, E. 21, E. 27, N.E. 26.....	
11	13	W 1	A	S. 4, Lot 1 of 10, Lots 3 and 6 of 14, Lots 1 and 8 of 32.....	
			H	W. S.E. 35, N.W. 33.....	Exira and Firdale
11	12		A	L. 1 of S.E. 34.....	Firdale
			H	W. 21, N.W. 27, N.E. 31.....	Firdale
11	15		H	N.W. 35.....	
11	16		H	S. 31.....	Hart and Ingelow
			I	E. S.W. 21, 23, W. 25, E. S.W. 27.....	Exira and Firdale
12	12		H	W. 35.....	Firdale
12	13		B	1/2 8.....	
			H	7 W. S.E. 15, E. N.W. 17.....	
			I	9, 21, N.E. 24.....	

WESTERN CANADA LANDS FOR SALE.

Town-ship	Range	Merid-ian		SECTIONS	Nearest Station
12	26	W 1	H	W. N.E. 19, W. 31.....	Pope
13	25		H	S.W. 3, N.W. 15.....	Popes & Arrow Riv
13	25		b	S.W. 2, N.E. 16.....	" "
14	27		H	9, 15, 17, 21, 31, W. 3, E. S.W. 19, E. S.W. 27, S. 33, N.W. 35.....	Meneda and Uno
14	28		B	W. 26 (either quarter).....	Uno
15	27		B	W. 26	Uno and Treat
			H	N.E. 13	"
15	28		B	$\frac{1}{2}$ 26	Treat
			H	E. 7, 23, 27, 31, 33, W. N.E. 15, W. 25	"
			I	1, 13, E. N.W. 21, N. 19, S.E. 3, N.E. 9	"
15	29	A		Ls 1 and 2 of S.E. 36.....	"
16	27	b		S. N.W. 7	"
16	28	B		S. N.W. 8 (2 quarters).....	Treat and Lazare
			H	N.W. or S.E. 26	"
16	29	B		5, 7, W. S.E. 21	Lazare
17	25	b		N.E. 9	"
17	27	b		S.E. 15	"
17	28	A		S.E. 6	"
			B	8, N. S.E. 7	"
17	29	B		$\frac{1}{2}$ 8, $\frac{1}{2}$ 26	Victor
17	30		H	$\frac{1}{2}$ 8, $\frac{1}{2}$ 26	Victor & Welby
				1, 13, 15, 19, 21, 23, 25, 27, 31, 33, 35, E. S.W. 3	"
17	31	B		N.W. S.E. 26	Welby
			H	25, 33, W. S.E. 27, E. N.W. 31, N. W. S.E. 35	"
18	29	A		Ls 2, 3, 13 to 10 of sec 15	Victor & Welby
		B		$\frac{1}{2}$ 8	"
18	30	H		S.E. 3	"
		B		$\frac{1}{2}$ 8, $\frac{1}{2}$ 26	Welby
18	31	H		1, 13, 15, 19, 21, 23, 25, 27, 31, 33, 35, W. S.E. 5	"
19	30		H	1, W. N.E. 3, W. S.E. 5, S. 9, W. N.E. 13, E. 15, S. 17, E. N.W. 21, N.E. 23, N.E. 31	Welby & Spy Hill
				17, 19, E. N.W. 21, 23, 27, 31, W. N.E. 1, E. S.W. 3, N.W. 5, N.E. S.W. 7, N. 9, E. 23, E. N.W. 33	"
19	31	B		$\frac{1}{2}$ 8, N.W. 26	Gerald & Spy Hill
		H		5, 17, 31, 35, S. N.W. 7, W. N.E. 9, S.W. 13, E. N.W. 19, E. N.W. 21, S.W. 23, W. 25, W. S.E. 27, W. 33	"
19	32	B		S.W. 26	Gerald & Cut Arm
		H		15, 27, 31, 33, N.E. S.W. 13, W. N.E. 19, S.W. 21, W. S.E. 23	"
19	33	B		$\frac{1}{2}$ 26	Yarbo
20	31	H		3, E. S.W. 1	Gerald
		V		W. 8, 1, 1	"
20	32	A		N.W. 9	Cut Arm
		B		$\frac{1}{2}$ 8, $\frac{1}{2}$ 26	"

WESTERN CANADA LANDS FOR SALE.

Town-ship	Range	Meri-dian		SECTIONS	Nearest Station
20	32	W 1	H	17, 19, N.W. 3, N. 5, N.E. S.W. 9..	Cut Arm
20	33		B	1/4 26	Yarbo
20	33		H	3, 13, 35, N.E. 15, N.E. S.W. 25..	Yarbo
20	34		H	N.E. 13, E. 25, E. 36..	"
21	33		H	S.E. 15	"
21	34		H	S.E. 12	Yarbo & Zeneta
18	17		H	N.E. 23	Melville
18	18		B	1/4 8	Regina Branch
			H	W. 3	"
19	11		I	W. S.E. 9	"
			B	1/4 8	"
19	16		H	N.W. S.E. 3, N.W. 9, E. 17..	"
			B	1/4 8	"
			H	1, 17, S. N.E. 2, S. 4, S.E. 16, W. S.E. 15, W. 16, E. 18, N.E. S.W. 5..	"
				9, 21	"
19	17		I	1/2 8, 1/4 26	"
			B	17, S.E. 7, S. N.E. 31, S. 34..	"
			H	9, 33, S. 3, S.W. 5	"
19	18		I	1/4 8, 1/4 26	"
			B	15, N.E. 3	"
			H	13, 21, 27, 28, 31, 33, 34, 35, N. 9, E. 16, N.E. 17, E. 19, S. N.E. 23, W. N.E. 25, N.W. 32, E. 36..	"
20	1	W 2	H	13, 17, W. 1, S.E. 3, N.W. 7..	Zeneta
			J	19, 23, 25, 26, 31, 33, 35, N.W. 34..	"
			b	19†, 23†, 26†, 27†, 31†, 33†, 35†, N.W. 34	"
20	2		J	9, 13, 21, 31, 33, 35, E. N.W. 23, W. S.E. 1, W. N.E. 2, S. 7, E. S.W. 15, W. S.E. 25, S. 27	Atwater & Zeneta
			b	9, S. 7, N.E. 21	"
20	12		H	N.E. 7	Regina Branch
20	13		B	1/4 8, 1/4 31*, 1/4 26	"
			H	E. N.W. 19, 35, S.E. 5, N.W. 9, N.E. 17, E. 25, N. 27, S. N.W. 33	"
20	14		H	E. 27	"
20	16		H	S.E. 17, S. 23	"
			I	N. 5	"
20	17		H	7, S.E. 3, E. N.W. 5, S.E. 17, S.W. 19, S.W. 21	"
			I	N. 11	"
			b	9, S. 7, N.E. 21	"
21	1		B	1/2 26	"
			J	1, 3, 5, 7, 9, 11, 15, 17, 19, 21, 31, 33, 35, N.W. 2, S.E. 14, N.E. 20, N. 23, N.W. 24, W. 25, S. 27	"
21	2		b	1†, 3†, 5†, 7†, S.E. 14†, N.E. 24†	Atwater
			B	1/2 26	"
			H	15, 17, 19, 21, 23, 25, 27, 33, 35, S.E. 1, N.W. 7, E. 31	"
			J	11	"
21	3		P	9, W. 1	Bangor
			B	1/2 26	"

WESTERN CANADA LANDS FOR SALE.

Town-ship	Range	Meri-dian		SECTIONS	Nearest Station
21	3	W 2	H	5, 9, 17, 27, 31, 33, 35, S. 3, E. N.W. 7, N.W. 19, W. N.W. 21, E. 25..	Bangor
			P	1, 13, 23, W. 25.....	"
21	5		H	13, 23, 27, N. 15, W. 19, E. 21.....	Cana
			Q	13, 23, 27, 25.....	Waldron
21	6		H	31, 33	Cana & Melville
			K	1, 2, 4, 5, 6, 7, 12, 14, 15, 18, 19, 20, 21, 22, 23, 24, 25, 27, 28, 30, 31, 32, 33, 34, 35, 36, N.E. 26, E. 13, W. 10, 5, 3	Melville
			B	1/2 26	Melville & Birmingham
21	8		K	13, E. 1, N.W. 5.....	Regina Branch
21	8		B	1/4 26	"
			H	3 W. 1*, N.E. 5, N.E. 23.....	"
			K	E. 1, W. N.E. 13.....	"
21	11		B	1/2 26	Balcarres
21	13		B	1/2 6, 1/2 7.....	"
			G	N.E. 7, S.E. 17, S.W. 20.....	
22	2		H	1, 7, 15, 17, 21, W. 3, W. 5, E. 9, W. 13	Atwater & Bangor
22	3		B	1/4 8	Bangor & Waldron
			H	E. S.W. 33, S.E. 35.....	"
			J	1, 3, 5, 7, 9, 15, 17, 19, 21, 27, 31 N. W. 25, W. 33.....	"
22	4		B	1/4 26	Waldron
			H	7 13 19, 21, 27, 31, 33, 35, W. 9 N. 23, N. 25.....	"
			P	1, 3, E. 9, E. 15.....	"
22	5		B	1/4 26	Cana
22	5		H	1, 13 19, 23, 25, 27, 31, 35, S. 7, S. 33.....	Cana
			Q	1, 5, 7, 13, 19, 23, 25, 27, 31, S7, S. 33, S. 35	"
22	6		B	1/4 8	Melville
			H	1, 3, 5, 7, 9, 13, 15, 17, 19, 27, 35, E. 33.....	"
			J	23, 25, 33	"
			P	23, 25	"
			R	23, 25	"
22	7		B	1/2 26	Melville & Birmingham
			H	1, 3, 15, 19, 21, 23, 25, 27, 31, 33, N. W. S.E. 5, S.E. 7, W. 17, E. S.W. 35.....	"
			S.W. 5	S.W. 5	"
22	7		K	S.W. 5	"
22	8		B	1/4 26	Birmingham
			H	15, 23, 25, 27, 33, 35, N.W. S.E. 1, W. N.E. 13, N. 21	"
			R	1 N12t, S.E. 13, 1	"
			W	S.W. 20	"
22	11		B	1/2 8	Balcarres
23	4		B	1/2 8, 1/2 26	Cana & Waldron
23	5		B	1/2 8, W. 26 (one quarter).....	Cana & Melville
			H	1, 3, 5, 7, 9, 13, 17, 19, 21, 23, 31, W. N.E. 15, W. N.E. 25, W. N.E. 27, W. N.E. 35	"

WESTERN CANADA LANDS FOR SALE.

Town-ship	Range	Meri-dian		SECTIONS	Nearest Station
23	6	W 2	B	W. 26 (one quarter).....	Melville
			U	1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35.....	"
23	8		K	1, 7, 21, 23, 25, N. S.W. 3, W. 5.....	Birmingham & Fenwood
			M	N.E. S.W. 9, N.S.E. 13, W.S.E. 15, S.E. 19, S.W. 26, W. 31, W.S.E. 33, 35, N. 19.....	" " "
			B	$\frac{1}{4}8$, $\frac{1}{4}26$	Fenwood & Goodeve
23	9		K	5, 7, 9, 13, 15, 21, 23, 25, 27, 31..... 35, E. 33, S.E. 17, N. S.E. 19.....	" " "
23	14		B	$\frac{1}{4}26$	Ituna
24	4		B	$\frac{1}{2}8$	Cana & Waldron
24	5		H	W. 5, 7, 21, 31, N. 9, W. N.E. 17.....	Cana & Melville
			B	$\frac{1}{4}8$	" "
			H	7, S.W. 1, W. S. 3, S.W. 9, N.W. 13, N.W. 15, N.W. S.E. 19, W. N.E. 17, S.W. 35.....	" "
24	6		B	$\frac{1}{2}8$	Melville
			K	3, 5, 7, 9, 13, 15, 21, 31, 33, E. 23, E. 25, N. 35, E. S.W. 1, E. 17, W. 27.....	" "
24	7		B	$\frac{1}{2}8$	Melville & Birmingham
			C	7, 13, 15, 23, 27, 33, N. 1, S. N. W. 3, E. 31.....	" "
			K	9, S.W. 1, N.E. 3, S. N.E. 5, S. 17, S. N.E. 19, S. N.W. 21, S. 25, N. 35	" "
			R	W. 14 $\frac{1}{2}$, N.E. 2 $\frac{1}{2}$, N.W. 12 $\frac{1}{2}$	" "
24	8		B	$\frac{1}{2}26$	Fenwood
24	9		B	$\frac{1}{4}8$, $\frac{1}{4}26$	Goodeve
			H	5, 7, 17, 19, 23, N.E. 1, W. N.E. 3, W. 9, E. S.W. 13, N. 15, E. N.W. 21	"
24	10		B	$\frac{1}{4}8$, $\frac{1}{4}26$	Goodeve & Hubbard
			H	7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 35, E. S.W. 33.....	" "
24	11		B	$\frac{1}{2}8$, $\frac{1}{2}26$	Hubbard
24	12		H	13*, 15*, 23*, 25*, 27*, 31, 33, 35.....	Ituna
			B	$\frac{1}{2}8$, $\frac{1}{2}26$	"
			J	19, 35, E. 5.....	Jasmin
24	13		S	25 (495. acres).....	"
			B	$\frac{1}{2}8$, $\frac{1}{2}26$	"
			J	27, 35, E. 25.....	Fenwood & Birmingham
25	7		B	$\frac{1}{2}8$	" "
			B	$\frac{1}{2}8$	" "
25	5		H	21, E. N.W. 1, W. S.E. 3, W. 5, W. S.E. 7, E. N.W. 17, E. S.W. 19.....	" "
25	6		B	$\frac{1}{2}8$, $\frac{1}{2}26$	" "
25	7		H	15, W. S.E. 1, S. 3, S.E. 9, N.W. 17, E. 21, S.W. 23, N.E. 25, N.W. 27, N.W. 33, E. 35.....	" "
			B	$\frac{1}{2}8$, $\frac{1}{2}26$	Fenwood & Goodeve

WESTERN CANADA LANDS FOR SALE

Town-ship	Range	Meri-dian		SECTIONS	Nearest Station
25	8	W 2	B	1/8, 1/26	Goodeve
			H	5, 7	"
25	10		B	1/8, 1/26	Hubbard
			H	1, 3, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35, N. 7, E. N.W. 9	"
25	11		B	1/8	Hubbard & Ituna
			C	7, 13, 33, 35, W. 5, N. 9, W. 15, W. 17, S. 19, E. 23, W. 25, N.W. S.E. 31	"
25	12		K	26	"
			P	1, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35	Ituna & Jasmin
25	13		B	1/8, 1/26	Jasmin & Kelliher
			J	3, 5, 7,	"
25	14		P	13, 15, 17, 21, 23, 25, 27, 35	Leross
25	15		B	1/8, 1/26	Leross & Mostyn
25	16		C	1, 3, 5, 7, 9, 15, 17, 19, 21	"
			a	25	Mostyn
			B	1/8, 1/26	"
			C	1, 3, 9, 13, 15, 17, 21, 23, 25, 27, 33, 35	"
25	17		B	1/8, 1/26	Touchwood & Punnichy
			C	19, 21, 23, 25, 27, 31, 33, 35	"
25	18		B	1/8, 1/26	Quinton
			C	19, 21, 23, 25, 27, 31, 33, 35	"
26	8		B	1/8, 1/26	Goodeve
26	11		B	1/8, 1/26	Ituna
			H	1, 3, 5, 7, 9*, 13, 15*, 17*, 19, 21, 23, 25, 27, 31*, 33, 35*	"
26	12		B	1/8, 1/26	Jasmin
			H	1*, 3, 13, 15, 19, 21, 23, 25, 27, 31, 33*, 35, S. 5, W. 7, E. 9, N. 17	"
26	13		B	1/8, 1/26	Kelliher
			P	1	"
26	15		B	1/8, 1/26	Mostyn
26	16		C	1, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 33, 35	Touchwood
			H	S. 9	"
26	17		J	1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 33, 35	"
			a	3	"
			B	1/8	Punnichy
26	18		C	1, 3, 5, 19, 31, E. N.W. 7, S.W. 17	"
			B	1/8, 1/26	Quinton
26	19		C	1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 33, 35	"
			J	1, 3, 5, 9, 31, E. 7, N.W. 7, S.W. 17	"
			K	31	"
26	20		B	1/26	Raymore & Semans
			G	1, 3, 15, 7, 9, 13, 15, E. 17, 21, 23, 25, 27, 33, 35	"
			K	33, N. 17, E. 19, E. 31	"
272	9		B	1/8, 1/26	Hubbard
272	10		B	1/26	Hubbard & Ituna

WESTERN CANADA LANDS FOR SALE.

Township	Range	Meridian		SECTIONS	Nearest Station
27	11	W 2	B	$\frac{1}{2}8$, $\frac{1}{2}26$	Jasmin
			H	3, 5, 7, 9, 15, 17, 19, 21, 31	"
27	12		B	$\frac{1}{2}8$, $\frac{1}{2}26$	Jasmin & Kelliher
27	12		H	1, 3, 5, 7*, 9, 13, 17, 19, 23, 25*, 27, 31, 35*, E. S.W. 15, N. 21, N.W. 33	Jasmin & Kelliher
27	13		C	1, 3, 5, 7, 9, 15, 17, 19, 21, 23, 25, S. 35	Jasmin & Kelliher
			D	13	Kelliher & Leross
27	14		B	$\frac{1}{2}26$	Leross & Mostyn
			H	3, 13, 15, 23, 25, 27, 33, 35, N. 1, N. 31	"
27	15		B	N.W. or S.W. 26, any half of 29	Mostyn & Touchwood
			H	19, 21, 33, 35, E. 23, N. 27, W. S.E. 31	"
27	16		B	$\frac{1}{2}26$	Touchwood
			H	7, 9, 17, 19, 21, 31, 33, 35, N. 25, W. N.E. 27	"
27	17		B	$\frac{1}{2}8$, $\frac{1}{2}26$	Punnichy
			H	5, 7, 17, 19, 21, 23, 27, 31, 33, 35, W. 25*	"
27	18		B	$\frac{1}{2}8$	Quinton & Raymore
			C	N.W. 27	"
			D	1, 21, 35, W. S.E. 3, S.E. 23, S.W. 27, S.W. 33	"
			K	5, 7, 9, 13, 15, 19, 25, N.E. 3, E. 27, N. S.E. 33, S. N.E. 17, N. 31	"
27	19		B	$\frac{1}{2}8$, $\frac{1}{2}26$	Raymore & Semans
			D	N.W. 3	"
			K	1, 13, 23, 27, 35, S.W. 17, S. 21, N.W. 31, E. S.W. 33, N. S.E. 25	"
27	20		O	S.E. 31	"
			B	$\frac{1}{2}26$	Semans
			G	S.W. 17, S.E. 23, S. $\frac{1}{2}$ of S.E. 31	"
			K	S.W. 21, N. 23, N.E. 33	"
			O	S.E. 21, S.W. 25, N.E. 31, E. 35, E. $\frac{1}{2}$ of N.W. 25	"
27	21		G	33, S.E. 1, S.E. 9, S. N.E. 17, N. 23	"
27a	13		H	1, 5, 7, 9, W. N.W. 3	Kelliher
27a	14		H	3, 5, 7, 9, S. 1	Leross
27a	15		H	1, 3, 5, 9, E. 7	Touchwood
28	12		H	1*, 3, 5, 7, 9, 15, 17, 19, 21, 27, 31	Jasmin & Kelliher
28	13		B	$\frac{1}{2}8$, $\frac{1}{2}26$	Leross & Kelliher
28	14		B	$\frac{1}{2}8$, $\frac{1}{2}26$	Leross & Mostyn
			C	1, 5, 7, 13, 17, 19, 21, 23, 25, 27, 31, 33, 35	Leross & Mostyn
28	15		B	$\frac{1}{2}8$, $\frac{1}{2}26$	Mostyn & Touchwood
			C	1, 3, 7, E. 5, S. 9, S. 13, N.W. 21	"
			K	15, 17, 19, 23, 27, 31, 35, W. 5, N. 9, N. 13, E. S.W. 21, W. 25	"
28	16		B	$\frac{1}{2}8$, $\frac{1}{2}26$	Touchwood & Punnichy

WESTERN CANADA LANDS FOR SALE.

Town-ship	Range	Merid-ian		SECTIONS	Nearest Station
28	16	W 2	H	1, 3, 5, 7, 9, 13, 17, 23, 25, 31, 33, E. N.W. 15, W. S.E. 19, S. 21, S. 35	Touchwood & Punnichy
28	17		B	$\frac{1}{2}8$, $\frac{1}{2}26$	Punnichy & Quinton
28	17		H	5, 15, 17, 19, 23, 27*, W. 1*, S. 3, E. 7, W. 9, N. 19, W. 25, E. S.W. 31	Punnichy & Quinton
28	18		B	$\frac{1}{2}8$	Quinton & Raymore
			D	1, N. 13, E. 25, W. 27	" "
			K	3, 5, 7, 9, 23, 31, 33, E. 17, W. 25, N.E. 27, W. 21, N. S.E. 25	" "
28	19		B	$\frac{1}{2}8$	Raymore & Semans
			K	3, 15, 25, N. 5, E. 7, W. N.E. 17, S.E. 19, N.E. S.W. 21, N.W. 23, N. W. 31, 35	" "
			O	W. 7, S.W. 19	" "
			M	W. 26, N.E. 23	" "
28	20		d	N.W. 33	Semans & Tate
			K	N.E. 35	" "
			O	S. 1, N.E. 1, N.E. S.W. 3, N. S.W. 5, 9, N.E. 13, N. 17, S.E. 17, N.E. 21, N. 27, N.W. S.E. 35, N.E. 23, E. $\frac{1}{2}$ of S.E. 23	" "
28	21		D	N.W. 3, E. S.W. 9, S.W. 15, N.E. 27, N.E. 35	Tate
			G	S. 7, 19	"
			K	S.E. 31	"
			O	N.E. 1, N. S.W. 13, N. S.E. 23, 25	"
28	23		K	S.W. 3	Nokomis & Undora
28	25		G	5, S. 15, 31	Venn & Watrous
28	26		C	I, 5, S. 7, W. 13, 17, 27, 33, S.E. 25, W. 31	Watrous
28	27		C	I, 3, 13, 23, 25, 27, 35, N.E. 9, N. 21	Watrous & Zena
29	13		H	I, 3, 5, 7, 9, 13, 17, W. S.E. 15	Kelliher & Leross
29	14		H	I, 3, 5, 15, 23, N. 9	Leross & Mostyn
29	15		M	8	" "
29	16		B	$\frac{1}{2}8$	Touchwood
			H	N.W. 33, N. 35	"
			B	$\frac{1}{2}26$	Touchwood & Punnichy
			H	I, 3, 5*, 23, 25, 27*, S. 31*, 33, N. 35, S. 7, S. 9	" "
29	18		B	$\frac{1}{2}8$	Raymore
			C	S.W. 13	"
			K	5, 17, 19, N. S.W. 7, E. N.W. 31	" "
29	19		B	$\frac{1}{2}26$	Raymore & Semans
			C	S.E. 7	" "
			K	I, 3, 15, 25, N. 3, N.E. 5, S.W. 19, S.E. 31, N.E. 23, S.W. 35, N.E. S.W. 27, S.E. 9	" "
29	20		d	W. 4	" "
			C	N.W. 15	Semans & Tate
			K	E. 1, W. 25, N.E. 31, E. 13	" "
			O	S. W. 3, E. $\frac{1}{2}$ of N.E. 15, S.W. 15, S. W. 23, S. $\frac{1}{2}$ S.E. $\frac{1}{4}$ 23	" "

WESTERN CANADA LANDS FOR SALE.

Town-ship	Range	Med- dian		SECTIONS	Nearest Station
29	20	W 2	X	N.W. 31 $\frac{1}{2}$	Semans & Tate
29	21		B	1/8, 1/2 $\frac{1}{2}$	Tate
			D	N.E. 17, N. 23, N.E. 33, 35.....	"
			K	N.W. 19.....	"
			X	N.E. 36.....	"
29	22		B	1/8.....	Nokomis
			D	1, 7, 19, E. S.W. 3, N. 9, N. 13, N. 21, S.W. 31.....	"
29	23		G	5, N.W. 3, S. N.W. 37.....	Nokomis & Undora
			B	1/8.....	"
			D	13, 17, 21, 27, 31, S. N.W. 15, S.E. 23, S. 25, 35.....	"
			G	N. S.W. 1, W. 3, 5, 9, 33.....	"
			K	N.E. 35.....	"
29	24		B	1/426.....	Undora & Venn
			D	25, W. N.E. 15, S. 23, S.E. 27, E. S.W. 35.....	"
29	25		B	1/8.....	Watrous
			G	5, 7, N.W. 23, S. N.E. 31, N.E. S.W. 19.....	"
29	26		B	1/8, 1/226.....	"
			C	3, 9, 15, 33, S.E. 5, W. 7, E. 13, S. 21, E. 23, E. 31.....	"
			G	25, E. 35.....	"
29	27		B	1/8, 1/226.....	Zena & Young
			C	N.E. 3, N.E. 19, W. 31.....	"
29	28		C	23, 35, E. 33.....	Young
30	18		B	1/8.....	Quinlan
			C	21.....	Raymore
			D	1 $\frac{1}{2}$, 3 $\frac{1}{2}$, 5, 9, 13, 15, 25, 27, 35, S.W. 7, E.S.W. 17, W. S.W. 23.....	"
			K	19, E. N.W. 7, N.W. 17.....	"
30	19		B	1/8, 1/226.....	Raymore & Semans
			C	19.....	"
			D	E. N.W. 25, S $\frac{1}{2}$ of S.E. 35, N. 23, S.E. 15, S.E. 17, S.W. 27.....	"
			K	3, 7, 13, N. 9, S.W. 15, W. 17, N.W. 1, N.E. 5.....	"
			O	N.E. 33, N. 35, S.W. 35, N. 1/2 S.E. 1/4 35.....	"
30	20		C	1, N.E. 3, S.E. 5, N.E. S.W. 19.....	Semans & Tate
			D	N.W. 19.....	"
			K	7, S.E. 3, W. 5, W. 17.....	"
30	21		B	1/8, 1/226.....	Tate & Nokomis
			K	N.E. 1.....	"
			X	N.W. 6 $\frac{1}{2}$, S.E. 20 $\frac{1}{2}$	"
30	22		D	N. 7, N. 13, S. 15, N.W. 17, N. 25, N.E. 16 $\frac{1}{2}$, S.E. 12 $\frac{1}{2}$	Nokomis
			X	N.W. 17, N.E. 19, S.W. 27, N.W. S.E. 33.....	"
30	23		D	3, 5, 7, 9, 21, N. 13, N.W. 15, E. N.W. 17, N.E. 19, S.W. 27, N.W. S.E. 33.....	Undora
			K	N.W. 17, N.E. 19, S.W. 27, N.W. S.E. 33.....	"

WESTERN CANADA LANDS FOR SALE.

Township	Range	Meridian		SECTIONS	Nearest Station
30	23	W 2	D	13, W. 1, W. 33.....	Venn
30	25		D	7, 19, N.W. 27.....	Watrous
			G	7, 19, N.W. 27.....	Venn
30	26		B	$\frac{1}{2}8$	Watrous & Xena
			C	5, 19, E. S.W. 3, E. S.W. 7, W. S.E. 17, E. 21.....	" "
30	27		G	1, 15, S. N.E. 13.....	Xena
30	28		B	$\frac{1}{2}8, \frac{1}{2}26$	"
			C	15, 19, 21, 23, 27, 31, 33.....	Young
31	20		B	$\frac{1}{2}8, \frac{1}{2}26$	Tate & Semans
			D	1, 5, 21, N. 7 W. 9, W. 17, W. N.E. 19, W. 27.....	" "
31	21		B	$\frac{1}{2}8$	Nokomis
			D	E. 1.....	" "
31	23		N	S.E. 3, W. N.E. 31.....	Undora & Venn
			C	7, 13, E. 1, W. N.E. 5, W. S.E. 19, S.W. 33, W. N.E. 17.....	" "
31	24		D	3, W. 1.....	Venn & Watrous
			N	S. 31.....	" "
31	25		B	$\frac{1}{2}8, \frac{1}{2}26$	Watrous
			C	21, N. 31.....	" "
31	26		B	$\frac{1}{2}26$	"
			C	N. 25, W. S.E. 35, N.E. 35.....	"
31	27		D	N. 7, W. S.E. 17, W. 19.....	Watrous & Xena
			B	$\frac{1}{2}8, \frac{1}{2}26$	" "
31	28		C	E. 9, E. 15, N. 25, N. 27.....	Xena & Young
			D	S.W. 9 S.E. 15, S.W. 17, S.W. 21, W. S.E. 23.....	" "
32	23		K	33, N.W. 9 S.W. 15, S.E. 21, S. 27, S. 33, N.W. S.E. 19.....	Young
			B	$\frac{1}{2}8, \frac{1}{2}26$	"
32	24		C	23, E. 35.....	"
			D	N.W. 25, E. 31.....	Watrous
32	25		K	S. 25.....	"
			B	1, S.W. 13, W. 35, N.E. 33, N. 9, S.E. 27.....	Venn
32	26		C	3, 5, W. S.E. 1, W. S.E. 9, E. 23.....	Watrous
			C	7, S.E. 15, S.W. 31.....	"
32	27		K	N.W. 19, N.E. 31.....	Watrous
			B	$\frac{1}{2}8, \frac{1}{2}26$	"
32	28		C	25, 33, N.W. 35.....	Xena
			K	E. 21, S. 27, E. 35.....	"
32	29		B	$\frac{1}{2}8, \frac{1}{2}26$	Young
			C	N.E. 7, N.W. 31.....	"
32	30		D	19, 21, S. 15, N. 17, E. N.W. 19.....	Young & Zelma
			K	N.E. 3, N.E. 15, S.E. 17.....	"
32	31		B	$\frac{1}{2}8, \frac{1}{2}26$	Zelma & Young
			C	7, N. 9, S.W. 17.....	"
			D	N. 19.....	"

WESTERN CANADA LANDS FOR SALE.

Town-ship	Range	Merid-ian		SECTIONS	Nearest Station
32	28	W 2	K	N.E. S.W. 15. S.E. N.W. 17. S.N.E. 21, 23, 27.....	Zelma
			C	13, 23, N. 25. E. 35.....	Watrous
33	25		C	5, 9.....	Xena
33	26		B	1/8, 1/26.....	Young
			C	E. 7, N.E. 9 S.E. 15. S.W. 21, S. 25, S.E. 27, E. 33.....	"
			K	S.N.W. 9, N.W. 15, N.E. 17, N. 21 N.W. 13.....	"
33	27		B	1/8, 1/26.....	"
			C	31, N.W. 19, S.W. 25.....	"
33	28		B	1/26.....	Zelma
			C	E. N.W. 3.....	"
			D	S.W. 15. S. 19.....	"
			M	S.W. N.E. 7, N. 3.....	"
34	28		B	1/8.....	"
			C	S.W. 15, N.E. 21, N. 23, W. 27, N.E. 33, N. 25.....	"
34	29		C	N.E. 35.....	Allan
31	1	W 3	B	1/26.....	Zelma & Allan
			B	1/8.....	Zelma & Allan
32	2		C	7, 13, S.E. 25, W. 35.....	"
			D	S. N.E. 19, E. 21, N.W. 27, N.S.E. 33.....	"
			B	1/8, 1/26.....	Allan & Bradwell
			D	E. S.W. 13, S. 15, 17, 19, N.W. 23, S.E. 35.....	"
32	16		K	21, 33, S.W. N.E. 31.....	Oban
32	17		K	S.E. 13, E. 33, W. 35.....	Palo
32	18		K	S. 21, N. 33, S.E. 5.....	Landis
33	1		B	1/8.....	Allan
			C	E. 3.....	"
33	2		D	5, 7, S. N.E. 13, E. 9, S. 17.....	"
			C	E. 17.....	Allan & Bradwell
			D	1, N. S.E. 9, S.W. 13, S. N.E. 15, 21, S.W. 27, S. N.E. 33, S. N.W. 23.....	"
33	17		K	S. N.W. 3.....	Polo
34	1		C	E. 13, N.W. 21, N. 23, N.E. 25.....	Allan
34	2		C	S.E. 19.....	Allan & Bradwell
			D	17, N.....	"
34	3		C	E.N.W. 13, N. 25, N. 27, S.N.W. 15.....	Bradwell & Clavet
34	10		C	N. 19, S.W. 31.....	Juniata & Kinley
34	11		C	S.W. 16.....	Kinley & Leney
			J	S.E. 25.....	"
34	12		J	S.W. 15, S.W. 25.....	Leney & Mead
35	10		H	31, 35, E. 5, W. N.E. 9, S. 15, W. 23, E. 27, N. 33.....	Juniata & Kinley
35	12		B	1/8, 1/26.....	Leney & Mead
			H	23*, W. N.E. 13, W. 25, 35.....	"
35	13		B	1/8, 1/26.....	Mead & Neola
35	14		B	1/8, 1/26.....	Biggar
35	15		B	1/8, 1/26.....	"
35	16		B	1/8, 1/26.....	Oban
35	17		B	1/8, 1/26.....	Palo
			E	13, S. 27,.....	"

WESTERN CANADA LANDS FOR SALE,

Town- ship	Range	Meri- dian	SECTIONS	Nearest Station
35	18	W 3	$\frac{1}{4}8$, $\frac{1}{4}26$ S.W. 19, N.E. 35	Landis
35	19	E	$\frac{1}{4}8$, $\frac{1}{4}26$	"
35	19	B	W. S.E. 31, 21, N. 27	Coblenz
35	20	E	N.E. 27, E. 23, S.E. 33	Reford
35	21	E	N.E. 3, S.W. N.E. 7, N. S.W. 15	Scott & Tako
35	22	E	1, 3, 31, S. 7, S.E. 15, S.W. 17	Tako
35	23	E	E. S.W. 17	Unity
35	24	E	N.W. 23	Vera
35	25	E	S. 17, N.W. 13, S. 33	Winter
35	26	E	31, S.W. 19, E. 27, W. 31	Yonkers
35	27	E	3, 5	"
36	8	H	23, 25, 27, 31, W. S.E. 33, N. 13	Hawoods
36	10	H	3, 9, E. 5	Kinley
36	13	B	$\frac{1}{4}8$, $\frac{1}{4}26$	Neola
36	14	B	$\frac{1}{4}8$, $\frac{1}{4}26$	Biggar
36	15	B	$\frac{1}{4}8$, $\frac{1}{4}26$	Oban
36	16	E	35	Oban & Palo
36	17	E	W. 9, S.W. 17, E. 17, N. 19, N. 7, S.E. 7	Palo
36	18	B	$\frac{1}{4}26$	Landis
36	19	E	35, E. 15, N.W. 15, 21, N. 27	Landis
36	19	B	$\frac{1}{4}8$, $\frac{1}{4}26$	Coblenz
36	20	E	15, 17, 25, 33, S. 3, N.W. 27	"
36	20	E	$\frac{1}{4}8$, $\frac{1}{4}26$	Reford & Scott
36	21	E	9, N.W. 23, S.E. 15, N. 21	"
36	21	B	$\frac{1}{4}8$, $\frac{1}{4}26$	Scott & Tako
36	22	E	35, N.E. 5, S. 7	"
36	22	E	$\frac{1}{4}8$, $\frac{1}{4}26$	Tako & Unity
36	23	B	5, E. 23, S. 35, N. 1, S. 7, N.E. 33, N.W. 9, S.E. 9	"
36	23	B	$\frac{1}{4}8$, $\frac{1}{4}26$	Unity
36	24	E	3, W. 5, W. 35, N. 23	"
36	25	B	$\frac{1}{4}8$, $\frac{1}{4}26$	Vera & Unity
36	26	E	W. 5, N.E. 5	Winter
36	26	E	3, E. 7, S.W. 7, W. 9, E. 17, N. 5	Yonkers
36	27	E	5, S.W. 13, N.E. 21, S.W. 21	Yonkers
36	28	E	W. 23, W. 25	Zumbo
37	10	Z	S.E. 21, 1, E. N.W. 15	Asquith
37	13	B	$\frac{1}{4}8$, $\frac{1}{4}26$	"
37	14	H	7, 19, 31, 33	"
37	14	B	$\frac{1}{4}8$, $\frac{1}{4}26$	Biggar
37	14	H	1, 3, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 35	Biggar
37	15	B	$\frac{1}{4}26$	Oban
37	16	B	$\frac{1}{4}8$, $\frac{1}{4}26$	Oban & Palo
37	17	B	1, 5, 9, 17	"
37	18	B	$\frac{1}{4}8$	Palo & Landis
37	18	B	3, 5, 9, 15, 23, S. 1, S. 7, N. 13, S. 17	"
37	19	B	$\frac{1}{4}8$, $\frac{1}{4}26$	Landis
37	19	H	1, 3, 5, 7, 9, 15, 17, 19, W. 21*, E. 13, S. 25, S. 27*, W. 31, N. 33	"
37	20	E	$\frac{1}{4}8$, $\frac{1}{4}26$	Coblenz
37	20	B	W. 5	"
37	20	B	$\frac{1}{4}8$, $\frac{1}{4}26$	Reford & Scott

WESTERN CANADA LANDS FOR SALE

Township	Range	Meridian		SECTIONS		Nearest Station
37	20	W 3	H	5, 7, 9*, 17*, 19*, 27, 33, E. 1, E. N.W. 13, W. N.E. 15, S. 21, S.E. 23, S.E. 25, E. 31, W. S.E. 35, 1/28, 1/26		Reford & Scott
37	21		B	1, S.W. 31		" "
37	21		E	S. 15		" "
37	22		B	1/48, 1/26		Tako
37	23		B	1/28, 1/26		Unity
38	13		H	1, 3, 5, 7, 9, 13, 15, 17, 19*, 21, 23, 25, 27, 31, 33, 35		Mead & Neola
38	14		H	1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35		Biggar
38	18		H	1, 5, 7*, 9, 17*, 19*		Landis & Coblenz
38	19		B	1/48		" "
38	20		h	3, 5, 7, 25, 33, W. 9		Coblenz
38	20		B	1/48		Reford & Scott
38	21		h	5*, 9, 17*, 21*, 27, 31, 33, W. N.E. 3, E. 25, N. 26		" "
38	24		B	1/48, 1/26		Scott & Tako
39	20		B	1/48		Unity & Vera
39	20		h	3, 31, W. 18, S. 27, N. 35, S. 19, E. 25, S. 35, E. 8, N.E. 22, S.E. 21, E. 13, W. 27		Scott
39	21		B	1/48, 1/26		" "
39	22		H	9, 15, 25, 27*		Scott & Tako
39	23		B	1/48, 1/26		" "
39	24		h	1, 7, 33, 35, 31, S.E. 26		Unity
40	21		B	1/26*		" "
40	22		H	1, N. 9		Tako & Unity
41	21		h	17, 31 W. 25		" "
41	23		B	1/28, 1/26		Unity & Vera
41	24		H	31, 33, 35, N.E. 23*, E. 27*		Vera
41	25		B	1/28, 1/26		" "
41	26		B	1/26		Winter
41	27		B	1/26		Winter & Yonker
42	21		R	19, W. 7		Zumbro
42	22		B	1/28, 1/26		" "
42	23		E	W. 33		Unity
42	23		B	1/26		" "
42	25		H	3, 7, 9, 15, 17, 19, 21, 25, 27, 31, 33, 35, S. N.W. 9, W. N.E. 13		Yonker & Winter
42	27		B	1/28, 1/26		Zumbro & Artland
43	21		E	1, 3, 5, 9, 15, 31, W. 7, W. 23, S. 35, N.E. 35		" "
43	23		B	1/28		Vera
43	23		H	1*, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23*, 25, 27, 31, 33, S. 35		" "
43	24		B	1/48, 1/26		Winter
43	25		H	1, 13, 25, 33, 35		Winter & Yonker
43	27		B	1/28, 1/26		Artland

WESTERN CANADA LANDS FOR SALE.

Township	Range	Meridian		SECTIONS	Nearest Station
43	28	W 3	H	15*, 23*, 25, 27, 35, 21, E. 33.....	Artland & Butze
44	22		B	1/28, 1/26	Vera
44	23		B	1/28, 1/26	Vera
44	23		H	1, 5, 7, 13, 21*, 23, 27, 31, 33, 35, W. S.E. 25	Vera
44	24		B	1/28, 1/26	Winter
44	25		B	1/28, 1/26	Winter & Yonker
44	26		H	E. 1*	Yonker
44	27		H	1*, 23*, 27*, 33*	Artland
44	28		H	1, 3, 13, 15, 23, 25, 27, 35, E. 9*, E. 21*, E. 33*	Artland & Butze
45	25		B	1/28, 1/26	Winter & Yonker
45	27		H	3, 7,	“ “
45	27		B	1/28, 1/26	Artland
45	28		B	27*, 33*	Artland & Butze
45	28		H	1/26	“ “
				1, 3, 13, 15, 23, 25, 27, 35, E. 9*, E. 21*, E. 33*	“ “
46	28		H	1, 3, 13, 15, 23, 25, 27, 35, E. 9*, E. 21*, E. 33*	“ “
41	17	W 4	C	17	“ “
42	1		H	15, 17, 19, 21, 27, 33	Butze
42	2		B	1/28, 1/26, either 1/4 of E 1/2, 18 and W. 1/2 20	Chauvin
			H	3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 27, 33, 35	“ “
42	3		B	1/28, 1/26	Dunn
			H	1, 3, 5, 13, 15	“ “
42	4		B	1/28, 1/26*	Edgerton & Heath
			H	1, 3, 5, 7, 9, 15, 17, 19, 21, 33*, 35*	“ “
42	5		B	1/28, 1/26	Heath
43	1		B	1/26	Butze
			H	13, 21, 23, 25, 27, 31, 33, S. 3, W. 9, N. 15	“ “
43	2		B	1/28, 1/26	Chauvin & Dunn
			H	3, 5, 9, 15, 21, 23, 25, 27, 31, 33, 35, N. 13, E. S.W. 19	“ “
43	3		B	1/28, 1/26	Dunn & Edgerton
			H	W. N.E. 25	“ “
43	4		B	1/28, 1/26	Edgerton
			H	1, 3, 5, 9, 15, 21, 23, 27, 33, W. 35	“ “
43	5		B	1/28, 1/26	Heath
			H	31*, 33*	Greenshields & Wainwright
43	6		B	1/28, 1/26	“ “ “
			H	7, 9, 15, 17, 10, 27*, 31, 33, 35*	“ “ “
44	1		B	1/28, 1/26	Butze
			H	1, 3, 5, 7, 9, 13, 15, 17, 23, 25, 27, 31, 33, 35	“ “
44	2		B	1/28, 1/26	Chauvin & Dunn
			H	1, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35	“ “ “
44	3		B	1/28, 1/26	“ “ “
44	3		H	7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35, W. 1	“ “ “

WESTERN CANADA LANDS FOR SALE.

Township	Range	Meridian		SECTIONS	Nearest Station
44	4	W 4	B	1/8, 1/26	Edgerton & Heath
			H	3, 9, 13, 23, 25, 27, 31, 33, 35	" "
44	5		B	1/8, 1/26	Heath
			F	5, 7, 9, 17, 19, 25, 27, 31, 33, 35	Heath &
44	6		B	1/8	Greenshields
			H	9	Wainwright
44	7		F	1, 3, 7, 13, 15, 19, 23, 25, 35	" "
44	8		H	1, W. 25	Fabyan & Hawkins
44	9		B	1/8	Irma & Hawkins
44	10		H	7, 17, 19, 31	" "
			B	1, 13, 15, 21, 23, 25, 27, 31, 33, 35	Irma & Jarrow
45	1		B	1/8, 1/26	Butze
			H	23, 27, 31, 33, 35	"
45	2		B	1/8, 1/26	Chauvin & Dunn
			H	1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35	" "
45	3		B	1/8, 1/26	Edgerton & Heath
			H	1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35	" "
44	4		B	1/8, 1/26	Dunn & Edgerton
			H	1, 3, 5, 7, 9, 13, 15, 17*, 19, 21, 23, 25, 27, 31, 33, 35	" "
45	5		B	1/8, 1/26	Heath &
			H	31*	Greenshields
45	6		F	3, 5, 9, 13, 15, 17, 19, 23, 25, 35	" "
			B	1/26, N.W. or S.E. 28, S.E. or S.W. 30, N.W. or S.W. 32	" "
45	7		B	1/26	Wainwright
			F	3, 5, 7, 9, 13, 15, 17	" "
45	8		T	25	Fabyan
			B	1/8, 1/26	Hawkins & Fabyan
45	9		H	3, 5, 19, 21, 23, 25, 27, 31, 33, 35, N. 15, N. 17	" "
45	10		B	1/8, 1/26	Irma
			H	3, 5, 7*, 9, 10, 23, 25, 31, 35	" "
45	11		B	1/8, 1/26	Jarrow
			H	1, 3, 5, 7, 15, 17, 19, 21, 23, 25, 31, 35, S. 33	" "
45	12		B	1/8, 1/26	Jarrow & Kinsella
			H	25, 27, 31, 33, 35	" "
46	1		H	1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31*, 33, 35	Kinsella & Phillips
46	2		H	1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35	Butze
46	3		B	1/8, 1/26	Chauvin & Dunn
					Dunn & Edgerton

WESTERN CANADA LANDS FOR SALE.

Town-ship	Range	Meri- dian		SECTIONS	Nearest Station
46	3	W 4	H	3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35, W. S.E. 1.....	Dum & Edgerton
46	4		B	$\frac{1}{2}8, \frac{1}{2}26$	" "
			H	1, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35	Edgerton & Heath
46	5		B	$\frac{1}{2}8, \frac{1}{2}26$	Heath & Greenshields
			H	1, 3, 5, 9, 13, 15, 23, 25, 35, E. N.W. 7	" " "
46	6		B	$\frac{1}{2}8, \frac{1}{2}26$	Wainwright
			H	1*, 3, 5, 7, 9, 15, 17, 19, 21, 23, 27, 31, 33, 35	" "
46	7		B	$\frac{1}{2}8, \frac{1}{2}26$	Fabyan
46	8		B	$\frac{1}{2}8, \frac{1}{2}26$	Hawkins
			P	17	"
			j	21	"
			k	23	"
			l	17, 13	"
			m	27, 33	"
			T	5, 33	"
46	9		B	$\frac{1}{2}8, \frac{1}{2}26$	Irma
			H	1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35	"
46	10		B	$\frac{1}{2}8, \frac{1}{2}26$, any half of 20	Jarrow
			H	1, 7*, 13, 15, 17, 19, 21, 23, 25, 27*, 31, 33, 35	"
46	11		B	$\frac{1}{2}8, \frac{1}{2}26$, any half of 22	"
			H	1, 3, 5, 7*, 9, 13*, 15*, 17, 19, 21*, 31, E. 25, W. 33, N. 35	Kinsella
46	12		B	$\frac{1}{2}8, \frac{1}{2}26$	Philips
			H	1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, W. S.E. 35	"
46	13		B	$\frac{1}{2}26$	Viking
46	14		Y	21	"
			B	$\frac{1}{2}26$	Viking
			R	W. 7	"
46	15		B	$\frac{1}{2}8, \frac{1}{2}26$	Bruce
46	16		Y	1	Bruce
47	4		H	1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 35*	Heath & Edgerton
47	5		H	1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35	Heath & Greenshields
47	6		B	$\frac{1}{2}8, \frac{1}{2}26$	Wainwright
			H	1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27*, 35, E. 15, W. S.E. 31	"
47	7		B	$\frac{1}{2}8, \frac{1}{2}26$	Wainwright
			T	1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35	Fabyan
47	8		B	$\frac{1}{2}8, \frac{1}{2}26$	"
			H	35	Hawkins
47	9		B	$\frac{1}{2}8, \frac{1}{2}26$	Irma
			H	1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35	" "
47	10		B	$\frac{1}{2}8, \frac{1}{2}26$	Kinsella
			H	1, 9, 19, 27	"

WESTERN CANADA LANDS FOR SALE.

Town-ship	Range	Meri- dian		SECTIONS	Nearest Station
47	11		q	13, 23, 25, 35, N.W. 33.....	Kinsella
			B	1/28, 1/26, any half of 28.....	Kinsella & Philips
			H	1, 9, 19, 27.....	" "
47	11		F	3, 5, 7, 13, 15, 17, 21, 23, 25, 31, 33,	" "
				35.....	Philips & Viking
47	12		B	1/28, 1/26.....	" "
			H	9, 19, 27.....	Philips & Viking
			F	3, 5, 7, 13, 15, 17, 21, 23, 25, 27, 31,	" "
				33, 35.....	" "
47	13		B	1/28.....	Viking
			H	1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 27, 31,	" "
				33, W.N.E. 23.....	Nestor
47	14		B	1/28, 1/26.....	" "
			H	1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25,	Bruce
				27, 31, 33, 35.....	" "
47	15		B	1/28, 1/26.....	" "
			H	1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25,	Holden
				27, 31, 33, 35.....	" "
47	16		B	1/28, 1/26.....	Fabyan
			H	19, 21, 23, 25, 31, E.S.W. 27, N.E.	Hawkins
				33, S. 35.....	Irma
				1, 5, 7, 13, 17, 19, 21, 23, 25, 27, 31,	Kinsella & Jarrow
48	7		F	33, 35, S.E. 3.....	" "
48	8		F	1, 7, 13, 19, 21, 23, 25, 27, 31, 35, E.	Philips & Kinsella
48	9		B	N.W. 5, S.E. 9, E.S.W. 15, E. 33	" "
48	10		B	1/28, 1/26.....	" "
			H	1/28, 1/26.....	" "
48	11		B	1, 9, 19.....	" "
			H	1/28, 1/26.....	" "
				1, 19.....	" "
48	12		q	3, 15.....	Philips & Viking
48	13		H	1, 13, 25, N. 21.....	Viking & Nestor
			B	1/28, 1/26.....	" "
			H	5, 9, 15, 19, 21, 31, 33, 35, W.S.E. 3,	" "
				E. 7, W.N.E. 23, S.W. 25.....	" "
48	14		B	1/28, 1/26.....	Nestor & Bruce
			G	S.W. 6.....	" "
			H	1, 3, 5, 7, 9, 15, 21, 25, 33, 35, E. 27,	" "
			B	1/28, 1/27, 1/23.....	Bruce & Holden
			H	3, 5, 9, 13, 15, 19, 33, E. 1, W.N.E.	" "
				7, W.N.E. 21, S. 27, W.N.E. 31,	" "
48	16		B	W.N.E. 35.....	" "
			H	1/28, 1/27, 1/23, 1/26.....	" "
				1, 3, 5, 7, 9, 13, 15, 19, 25, 35, E.S.W.	" "
				21, N. 27, E. 31, W.S.E. 33.....	" "
48	17		H	7*, 13, 19, 25, 27, 35, S.W. 1, E. 3,	Foe
				S.W. 5, N.E. 15, N.W. 21, N.E.	" "
				31, E.N.W. 33.....	Ryley & Shonts
48	18		G	S. 34.....	" "
			B	1/27, 1/26, 1/23.....	Shonts & Tofield
			H	17, 19, E. 13*, N.E. S.W. 33.....	Tofield & Deville
48	19		B	1/28, 1/26.....	Philips &
48	20		B	1/26.....	Kinsella
49	11		F	3, 5, 7, 13, 17, 21, 23, 25, 27, 31, 33,	
				35.....	

WESTERN CANADA LANDS FOR SALE.

Township	Range	Meridian		SECTIONS	Nearest Station
49	12	W 4	B	1/8, 1/26	Philips & Viking
49	12		F	23, 25, 35	" "
49	13		B	1/8, 1/26	Viking & Nestor
			H	5, 7, E. 3, N. 9, S.W. 13, N.W. 31, E. 33	" "
49	14		B	1/27, 1/8, 1/25, 1/26	" "
			H	1, 5, 9, 13, 15, 19, N.W. 3, E. N.W. 21, E. S.W. 23	Bruce & Nestor
49	15		B	1/29	Bruce & Holden
			H	33, S.E. 3, W. 5, N. 19, N. 21, W. S.E. 31	" "
49	16		G	N.E. 5, S. 8, 23, S. 35	Holden & Poe
49	16		B	1/48	" "
			H	1, 33, 35, E. 3, N.W. S.E. 27	Poe & Rvley
49	17		B	1/25, 1/8, 1/23, 1/26	" "
			H	1, 13, 27, 35, E. S.W. 7, W. 9, E. S.W. 15, N. 17, E. N.W. 19	Ryley & Shonts
49	18		e	E. 20	Shonts & Tofield
49	19		H	1, N.W. 35	Tofield & Deville
49	20		H	19, 31, S. 3	" "
			B	1/28, 1/26	Deville & Uncas
49	21		B	13, 23, 25, 27, 31*, 33*, 35	" "
			H	21, 23, 27, 33, 35, W. S.E. 19, S.W. 31	Nestor & Bruce
50	14		B	1/28, 1/26	Bruce & Holden
			H	S. 23	Holden & Poe
50	15		H	W. 5, N. 9	" "
50	16		B	1/28, 1/9, 1/23, 1/26	Ryley
			H	15, 19, 25, 33, W. 1, N. 3, W. N.E. 5 6	Shonts
50	17		B	1/417, 1/23, 1/26	" "
			H	1, 15, 33, E. 7, S. 13, W. S.E. 25	Tofield
50	18		H	E, 1, S.E. 3, S.E. 13	Tofield & Deville
			G	8†, N.E. 3, E. 7, 33*	" "
50	19		H	5, 7, 17, 19, W. 9, W. 13, N.E. 15, E. N.W. 33	Stoney Plain & Spruce Grove
50	20		B	1/28, 1/26	Stoney Plain
			H	1, 3, 5, 7, 9, 13, 15, 17, 19, 23, 33, N. 25	Bruce & Holden
50	21		L	21, 27*, 37, 31	Poe
50	22		H	1*, 3*, 5*, 9*, 13	" "
			H	3, 5, 7, 13, 15*, 17, 19, 23, 25, E. S.W. 9, W. S.E. 33	Deville & Uncas
50	27		L	21*, 31*	Uncas & Ardrossan
			L	31, N. 21	" "
50	28		L	35	Stoney Plain
51	15		H	W. 7	Bruce & Holden
51	16		B	1/27, 1/8, 1/27	Poe
			H	3, 33	" "
51	17		H	3*, N. 9*	Ryley
51	19		H	3, 5, 7, 9, 15, 17, 19, 21, 27, 31, 35, W. S.E. 23, N. 25	Tofield & Deville
51	20		H	1, 3, 5, 7, 9, 13, 15, 17, 21*, 25, 27, 33	Deville

WESTERN CANADA LANDS FOR SALE.

Town-ship	Range	Merid-ian		SECTIONS	Nearest Station
51	21	W 4	H	33*	Deville & Uncas
			L	S. 31*	" "
			B	1/28, 1/26	Uncas & Ardrossan
51	22		H	33, E. S.W. 19.	" "
			L	17, 21, 27 31 S.W. 13*, N.E. S.W.	" "
				15	" "
51	25		H	S. 7*, N.W. 33*	Edmonton
52	18		H	E. S.W. 19	Tofield
52	19		H	1, 3, 13, 15, 23, 25, 27, 35	"
52	21		B	1/28, 1/26	Deville & Uncas
			H	3*, 7, 9, 23*, 25, 33, W. S.E. 19	" "
			L	W. N.E. 5, E. S.W. 15, S.E. 31, 13*, 21*, 27, 35	" "
			R	S.W. 32	" "
52	22		B	1/28, 1/26	Uncas & Ardrossan
			H	3, 9, 15, W. S.E. 19, N. 23, E. S.W. 25, S.W. 33	" "
			L	27, N.E. 5, W. N.E. 13, E. S.W. 21, E. 31, E. N.W. 35	" "
52	23		H	E. S.W. 23	Ardrossan & Clover Bar
			L	15	" "
52	26		H	7	Acheson
52	27		H	3, S.E. 7	Spruce Grove & Stoney Plain
			L	1, N.W. 5, S.W. 13, W. 15, S.E. 17, S.E. 21	" "
52	28		L	W. 1	Stoney Plain
53	19		B	1/28, 1/26	Deville
53	20		L	13*	"
53	21		B	1/28, 1/26	Uncas
			H	3, 23, 25, N. 7, E. 9, N. 15, S. 31, S.W. 33	" "
			L	1, 5, 13, 25, N.E. S.W. 21	Ardrossan
53	22		L	E. 13	Spruce Grove & Acheson
53	26		H	W. N.E. 7, N.W. 19, N.E. 33	"
			L	N.E. 15, N. 17	Acheson
58	27		H	N.E. 23	Spruce Grove & Stoney Plain
			L	N.W. 21	"
54	21		H	N. 3, S.E. 9	Uncas & Ardrossan
			L	1	" "
54	27		H	7, 19	Stoney Plain
			L	W. 5, W. 17, 31	" "
54	28		H	25, S.E. 13	" "
			L	1*, N. 13*	" "
55	27		L	5*, N. 15, N.W. 17, S. 22*	Stoney Plain & Spruce Grove
50	1	W 5	H	25, 31, 32, E. 27*	Edmonton
			L	35*, 21	" "

WESTERN CANADA LANDS FOR SALE.

Town- ship	Range	Meri- dian		SECTIONS	Nearest Station
50	2	W 5	H	N.E. 33*, N. 35.....	
50	3		L	W. 31.....	Edmonton
51	1		H	7, S. 3, E. S.W. 19.....	"
			L	1, 5, 17, 31, W. 9, S.W. 13, W. N.E. 15, E. N.W. 21.....	Stoney Plain
51	2		H	1, 3, 7, 9, 13, 15, 17, 21, 23, 25, 27, 33, N. 5, S.E. 19*.....	"
			L	35, E. 27*.....	Carvel
51	3		L	W. 27*, N.W. 35.....	"
51	4		H	3, 7*, 9, 23, 25, 33.....	Duffield
			L	1, 5, 13, 15, 17*, 21, 27, 31*, 35.....	Wabamun
51	5		H	3, 7, 9, 19, 23, 25*, 33.....	"
			L	1, 5, 15, 17, 21, 27, 31, 35.....	Gainford
51	6		H	23, 33, E. N.W. 25.....	"
			L	1, 15, 19, 27, 31, 35, N.E. 13, S.W. 25.....	"
52	1		H	S.W. 7.....	Stoney Plain
			L	E. 1*, S.W. 1, N.W. 17*.....	"
52	2		H	5, 7*, 9*, 15, 19, 33, S.E. 3, S.E. 17*, W. N.E. 23, W. N.E. 25.....	Carvel
			L	1, W.N.E. 13*, W. N.E. 17*, W. 21, S.E. 31*.....	"
52	3		H	7, 9, N.E. S.W. 3.....	Duffield
			L	5.....	"
52	4		H	3, 7, 19, N. 1, E. 9*.....	Wabamun
			L	5, 17*, S.W. 21*.....	"
52	5		H	3, 7, 9, 15, 19, 23, 25, W. 33.....	Gainford
			L	1, 5, 13, 17, 21, 27, 31.....	"
52	6		H	3, 7, 9, 15, 19, 23, 25, 33.....	"
			L	1, 5, 13, 17, 21, 27, 31, 35.....	"
53	1		H	9, 15, 19*, 23, 33*, E. N.W. 3, W. N.E. 7, W. 25.....	Stoney Plain
			L	S.E. 5, N.W. 13, E. 31, 17, 21, 27, 35.....	"
53	2		H	3*, 7, 9, 15, 19, 23, 25, 33.....	Carvel
			L	1*, 5, 13*, 17, 21, 31, N. 27, S.W. 35.....	"
53	3		H	19, 25, 33, N.E. 3, N.W. 9, E. 15, W. N.E. 23.....	Duffield & Wabamun
			L	1, 27, 31, 35, E. S.W. 13, W. S.E. 21, 23, 33, N.E. 3, W. N.E. 15, N.E. 19, W. S.E. 25.....	"
53	4		H	17, 27, 31, 35, E. 21.....	Wabamun & Fallis
			L	19, 25, 33, S.W. 23.....	"
53	5		H	21, N. 13, E. N.W. 35.....	Fallis & Gainford
			L	3, 7, 9, 19, 25*, 35*, W. S.E. 1, S. N.W. 13, E. S.W. 31.....	"
54	1		H	3*, 9, 23, 25, 33*, N.E. 10.....	Stoney Plain
			L	1*, 13, 15, 17, 27, 35, W. N.E. 5, E. 21, S. 31.....	"
54	2		H	7, 19, 25, W. N.E. 9, N.W. 13, S.E. 23, S. 33.....	Carvel
			L	5, 15, 17, 21, 31, S. 13, E. 27, W. 35.....	"
54	3		H	3, 7, 9, 23*, 25 W. 35*.....	Wabamun & Wabamun
			L	1, 5, 13, 15*, W. 19*.....	"
54	4		H	3*, 7, 9*, 23, S.W. 33*.....	Fallis

WESTERN CANADA LANDS FOR SALE.

Township	Range	Meridian		SECTIONS	Nearest Station
54	4	W 5	L	1, 5, 13, 15, 21, 27, 35*, W. 31*.....	Wabamun & Fallis
54	5		H	7, 9*, 19, 23, 25.....	Fallis
			L	1, 13, 15, 17, 21, 27, 31, 35.....	"
54	6		H	3, 7, 9, 19, 23, 25, 33.....	Gaineford
			L	1, 5, 13, 15, 17, 21, 27, 31, 35.....	"
54	7		H	25	Entwistle & Imire
			L	1, 13	"
55	1		H	3*, 7, E. 9.....	Stoney Plain
			L	N.E. 1, S.W. 1*, 13*.....	"
55	2		H	3, 7, 19, 25, S.W. 17, N. 23.....	Carvel
			L	21, 27*, S.W. 5, N.E. 15, S.W. 15*, N.W. S.E. 17.....	"
55	3		L	1, 13, 15.....	Duffield
55	5		H	3, 7*, 9, 19, 23, 25, 33.....	Fallis
			L	1, 5, 13, 15, 17, 21, 27, 31, 35.....	Fallis
55	6		L	1, 13.....	Gainford & Entwistle

Business Openings

Attention is called to the statement on the opposite page showing the rapid growth of new towns along the Grand Trunk Pacific. There are hundreds of business openings still remaining undeveloped, and every month new opportunities occur, as settlement rapidly proceeds in the districts surrounding various towns. For latest information as to available openings, address,

W. P. FITZSIMONS,

Commissioner of Industries,

Montreal, Que.

or

J. E. DALRYMPLE,

Asst. Freight Traffic Manager,

Somerset Block,

Winnipeg, Man.

NEW TOWNS ALONG THE GRAND TRUNK PACIFIC RAILWAY

The Railway Company has selected and permanently located eighty townsites in the most favorable situations on the main line west of Winnipeg.

During the construction of the railway the divisional-point townsites have naturally shown the greatest growth, but there are many other townsites so located that they have become important places, developing very rapidly, prominent among which are:

Lazare, Man.	Raymore, Sask.	Unity, Sask.
Spy Hill, Sask.	Semans, Sask.	Irma, Alta.
Atwater, Sask.	Nokomis, Sask.	King, Alta.
Waldron, Sask.	Kinley, Sask.	Bruce, Alta.
Fenwood, Sask.	Coblenz, Sask.	Holden, Alta.
Kelliher, Sask.	Landis, Sask.	Ryley, Alta.
Punnichy, Sask.	Scott, Sask.	Tofield, Alta.

The Divisional Townsites are:

Rivers, Man., population 650 when six months old, now 1000. The two lumber yards, thirty business buildings, 2 elevators, two halls, two churches, school, bank hotel, livery stables, newspaper.

Melville, Sask., population 700 when six months old, now 1700. Has fifteen retail stores, three barber shops, two laundries, bakery, two blacksmith shops, two jewellers, four restaurants, three implement warehouses, four livery stables, four lumber and coal yards, two elevators, three hotels, three banks, newspaper.

Watrous, Sask. Population 1200. Has fifteen retail stores, three lumber yards, four coal yards, three barber shops, three laundries, bakery, two butcher shops, one jewellery, three elevators, two hotels, two banks, newspapers, two churches.

Biggar, Sask. Population 300. Has eight retail stores, two hotels, two coal and lumber yards, two livery stables, two restaurants, one elevator, two churches, one school, one hall.

Wainwright, Alta., population 1000. Has fourteen retail stores, blacksmith shop, three barber shops, four restaurants, two implement warehouses, three yards, two coal yards, one elevator, two hotels, one bank, three churches, one school house, one hall.

Edson, Alta. Opened for sale in 1909. Reached by completed railway in spring of 1910.

Attention is particularly called to the fact that the townsite lots are being offered at prices which are in keeping with the present conditions, and it is natural to infer that the value of the lots in these main line distributing centres will increase with the development of the surrounding country.

Prices for lots at divisional points range from \$50.00 to \$400.00, at other townsites from \$50.00 to \$250.; terms one-third cash, balance in six and twelve months, with interest at eight per cent. per annum. Lots are twenty-five or fifty feet frontage and 140 feet deep. A purchaser may obtain ten or more lots which may be termed not first-class, at a reduction of ten per cent to twenty per cent. off the usual prices for the lots. Further information can be obtained and plans procured upon applying to:

G. U. RYLEY,

Land Commissioner Grand Trunk Pacific Railway,
Winnipeg, Man.

THE SETTLER'S TWELVE COMMANDMENTS

Wheat Raising in a Nutshell

- 1—Break the land one to two inches deep; but as shallow as possible. Turn the sod right over so that the grassy side is lying flat down.
- 2—Breaking should be done before the end of June, and, if possible, by the middle of that month. **THIS IS HIGHLY IMPORTANT**, as late breaking will not produce profitable crops.
- 3—All such early breaking should be back-set during the later summer after the sod has rotted. In back-setting the sod is simply put back into its original position, the grassy side up, and about one to two inches of earth brought up with the plow to cover it. Disc and harrow immediately after back-setting.
- 4—Frequently the newcomer does not arrive till late in June. In the case of breaking done, late in June, plow **DEEP**—say four inches—and **DO NOT BACK-SET**; but merely disc thoroughly, and then harrow. The more cultivation the better.
- 5—It is sometimes impossible to back-set Extra-Heavy land. In this case the land should be treated as per **FOURTH** commandment, whether it is early or late breaking.
- 6—In spring, harrow and sow as soon as the frost is out of the ground sufficiently to allow the seeder to go down the proper depth. Follow the seeder with a land packer and a packer with a harrow. The use of the land-packer will add at least five bushels per acre to the crop.
- 7—**DEPTH TO SOW:** Scrape back the surface of the ground with the hand so as to ascertain the depth of the moisture from the surface. Adjust the seeder so that it will sow in the top of the moisture—not above it, nor deep into it, but just in the top of it.
- 8—**SOW THE BEST, THOROUGHLY-CLEANED SEED OBTAINABLE**, and nothing else. Pay for the **BEST**—and get it.
- 9—After harvesting the first crop, the land should either be plowed, disced and packed in the fall; or, where the soil is clean, the stubble may be burned off, in the spring, the land disced without plowing, and a second crop sown, as per **SIXTH** commandment.
- 10—Summer following should start after the **SECOND** crop is taken off. Plow the summer-fallow as soon as possible after seeding the other land you are cropping. **NEVER** leave this plowing till after June. Experience has proven that one early plowing is better than two. Weeds absorb moisture. Keep down weeds by cultivation, and so conserve the moisture in your summer-fallow. In the spring fallowing put in your crop as per **SIXTH** commandment.
- 11—After cutting first crop from summer-fallow, allow the land to lie till the following spring—then, simply burn off the stubble, disc up the surface and put in second crop as per **SIXTH** commandment. This second crop, if so put in, should be almost as good as the first summer-fallow land **EVERY THIRD YEAR**.
- 12—Sow a bushel-and-a-half on new breaking and on summer-fallow, and a bushel-and-a-quarter on stubble. Before sowing, all seed should be treated for Smut.

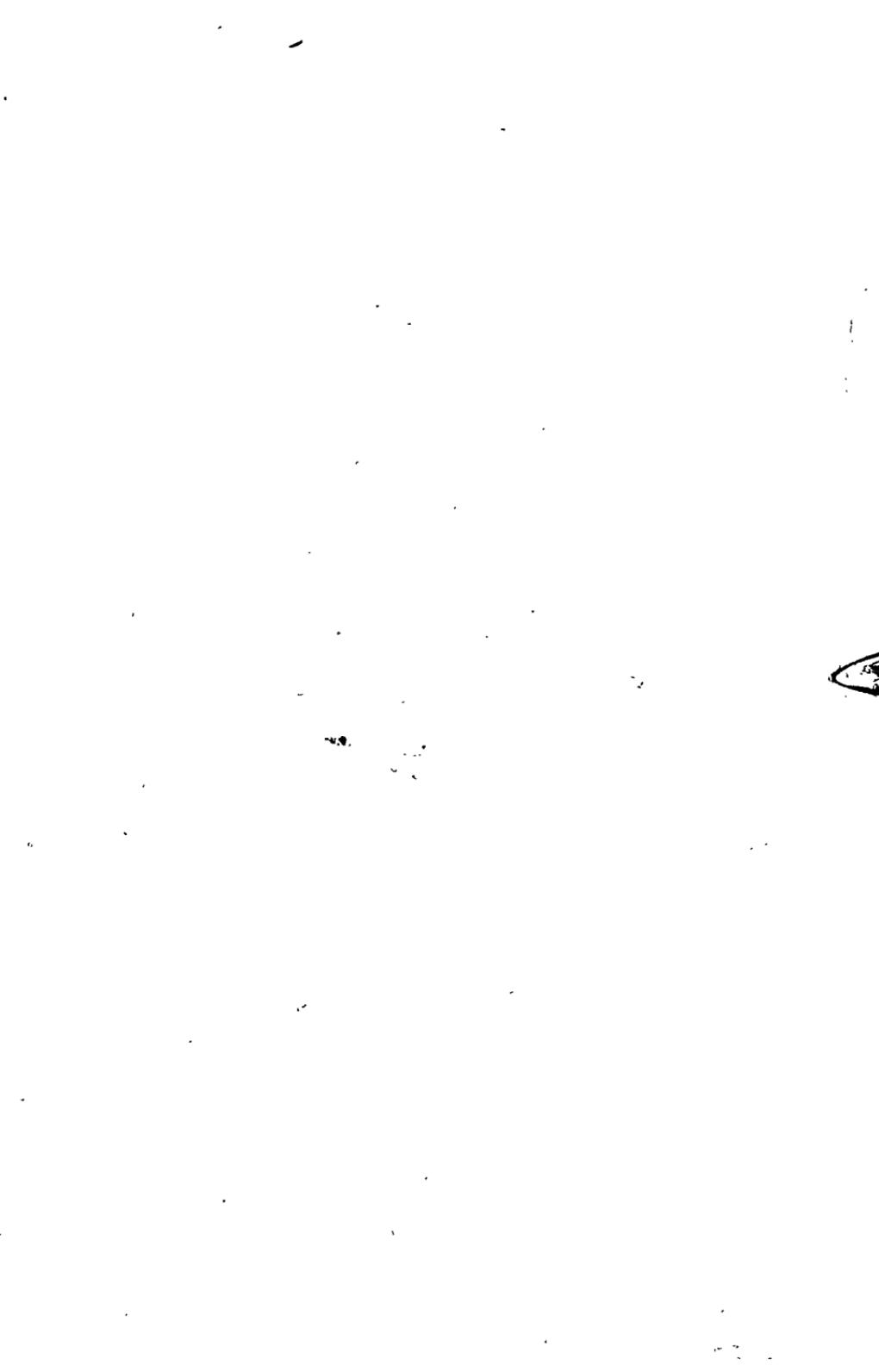
Senator E. J. MEILICKE,

Dundurn, Sask.

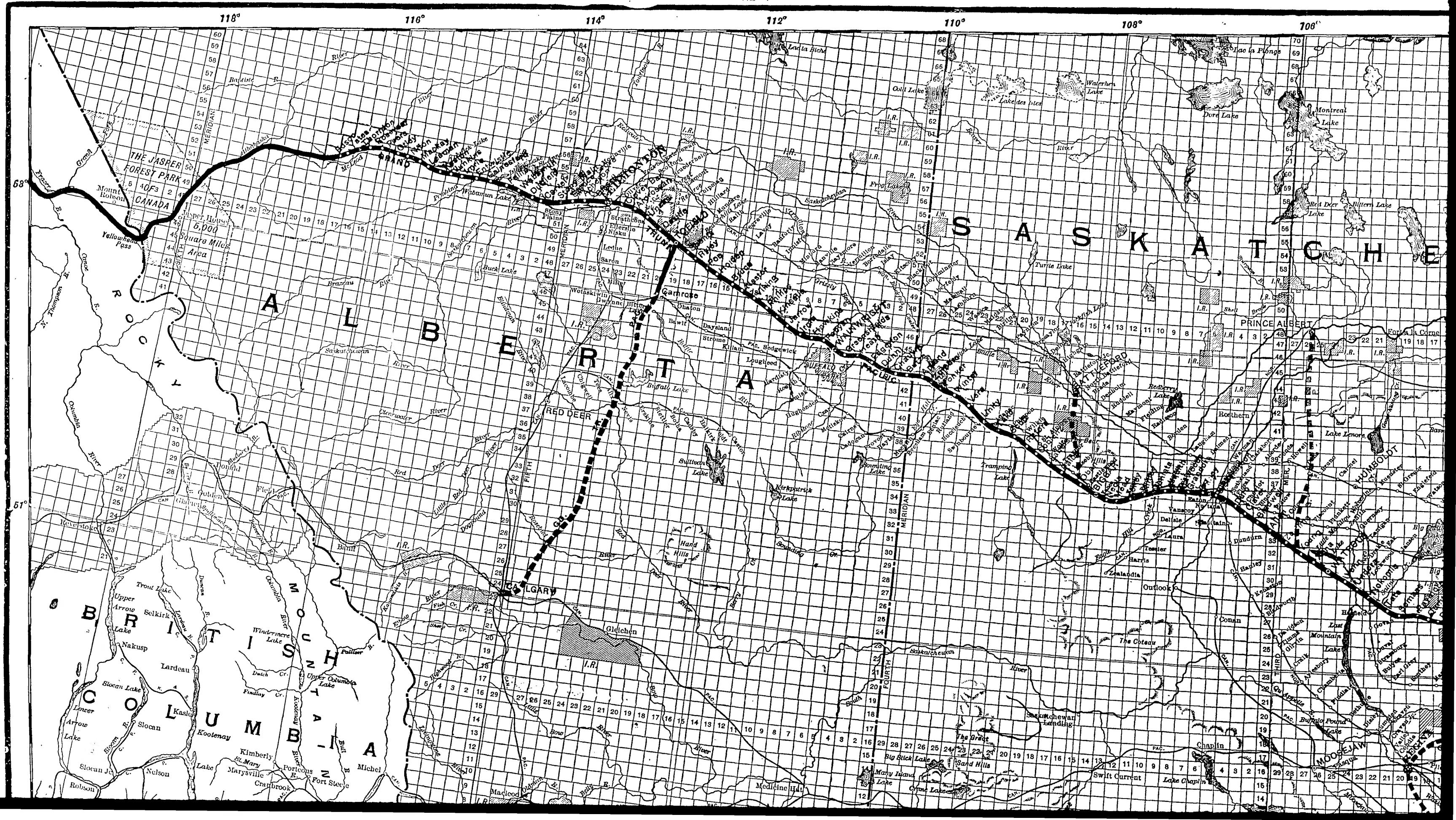
Hon. W. C. SUTHERLAND,

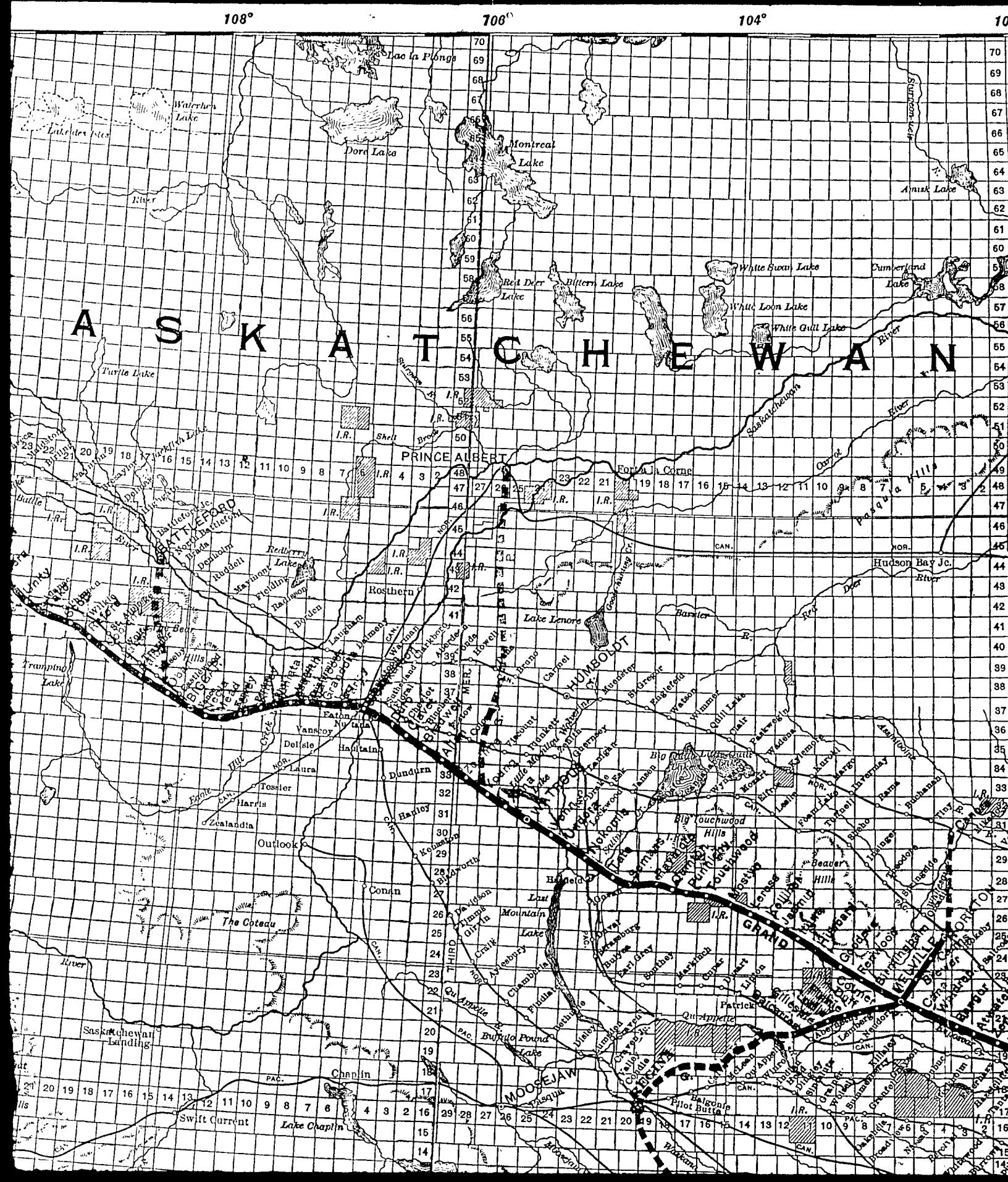
Speaker Provincial House,
Saskatoon, Sask.

Commissioner F. MACLURE SCLANDERS,
Saskatoon Board of Trade.



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TO FIND LANDS ON THE MAP

First note which meridian the lands are east or west of; having found the given meridian follow the range numbers until you find the number corresponding to the given one, then follow North or South in this tier of ranges until you reach the given township; the townships are numbered North and South in three different parts of the Map.

The Section may then be found by reference to the Township Plan below:

TOWNSHIP PLAN

-81	-82	-83	-84	-85	-86
SCHOOL LANDS				H.B.C.O. LANDS	
-30	-29	-28	-27	-26	-25
-19	-20	-21	-22	-23	-24
-18	-17	-16	-15	-14	-13
7	H.B.C.O. LANDS	8	9	10	SCHOOL LANDS
6		4	3	2	12



TO FIND LANDS IN THE FIELD

According to the system of Surveys in the Canadian Northwest, Sections are one mile square and are marked by monuments at the corners. These monuments consist of four pits three feet square and eighteen inches deep, and about five inches apart. In prairie country an iron post is driven into the ground, at the center of this system of pits, and the post is marked with a chisel on its South-West face, with the number of the Section, Township and Range, in Roman numerals. So that one must always remember that the iron post at the North-East corner of each Section *alone* bears the Section number. In bush country a mound is erected midway between the pits, and the iron post is driven into the ground on the North side of the mound, and is marked as

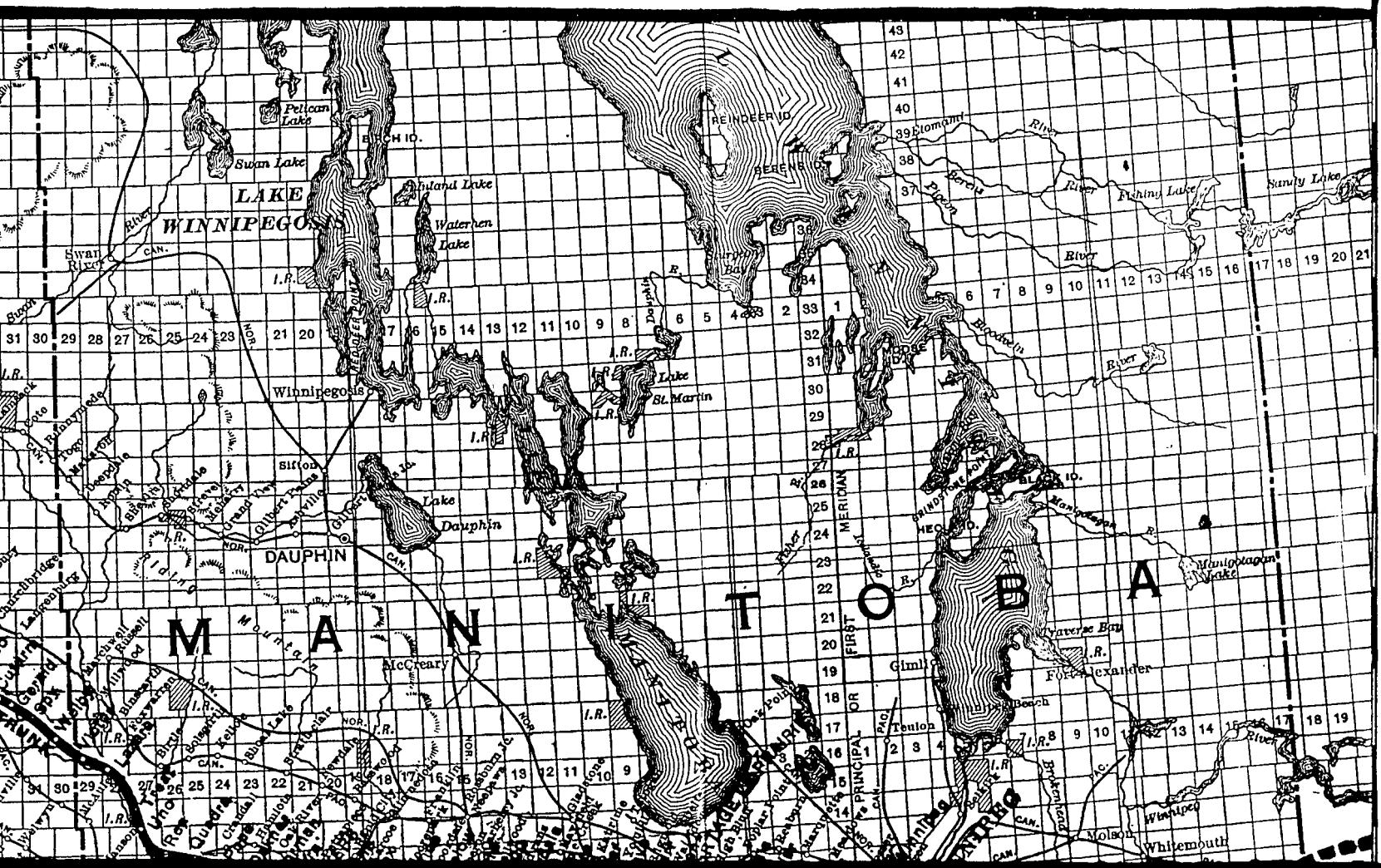
in prairie country. Pits are also dug at the half miles to indicate the corners of the Quarter Sections; midway between these pits a wooden post is planted, with the fraction "1/4" cut on it.

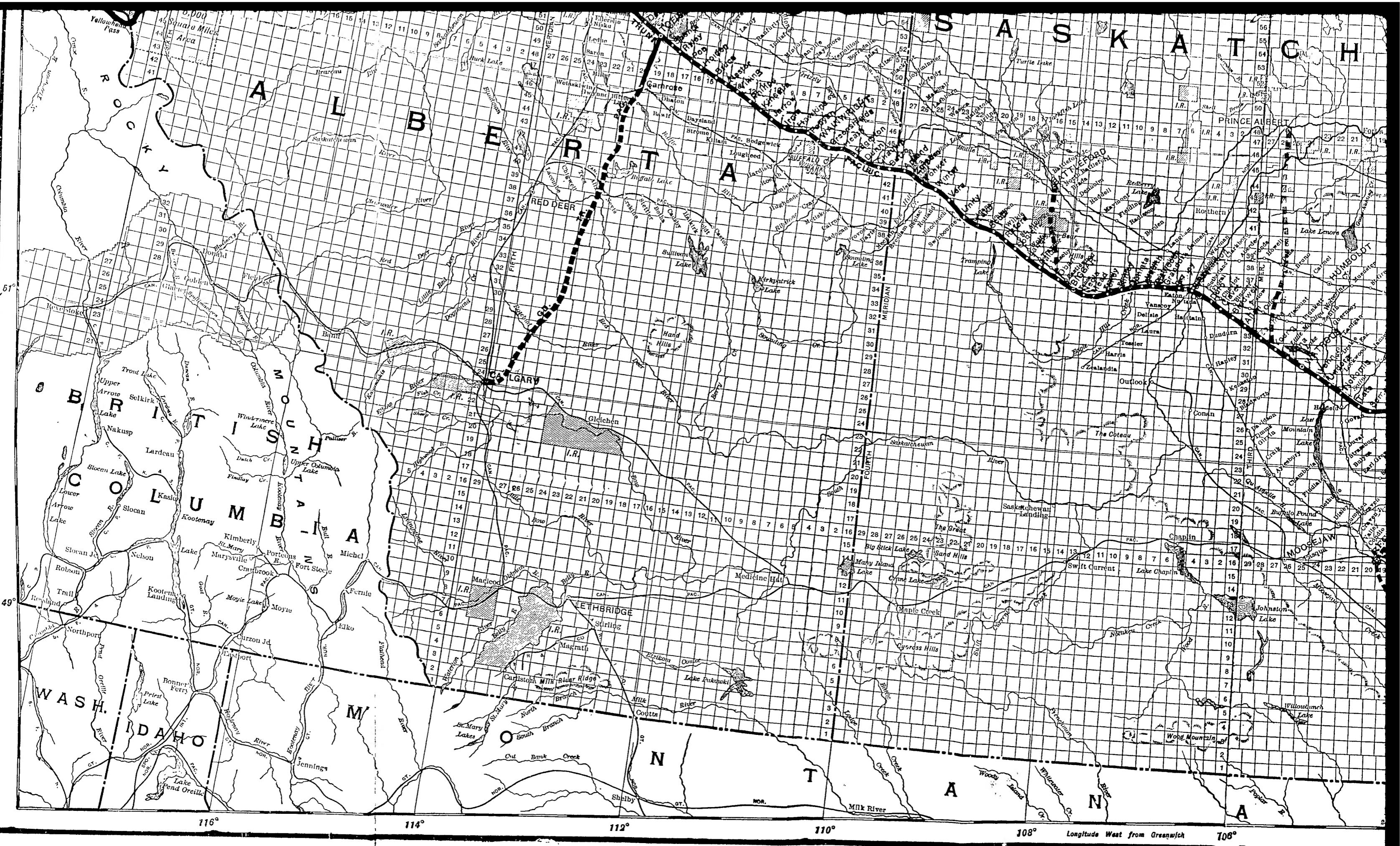
Road Allowances are always to the North and the East of the monuments.

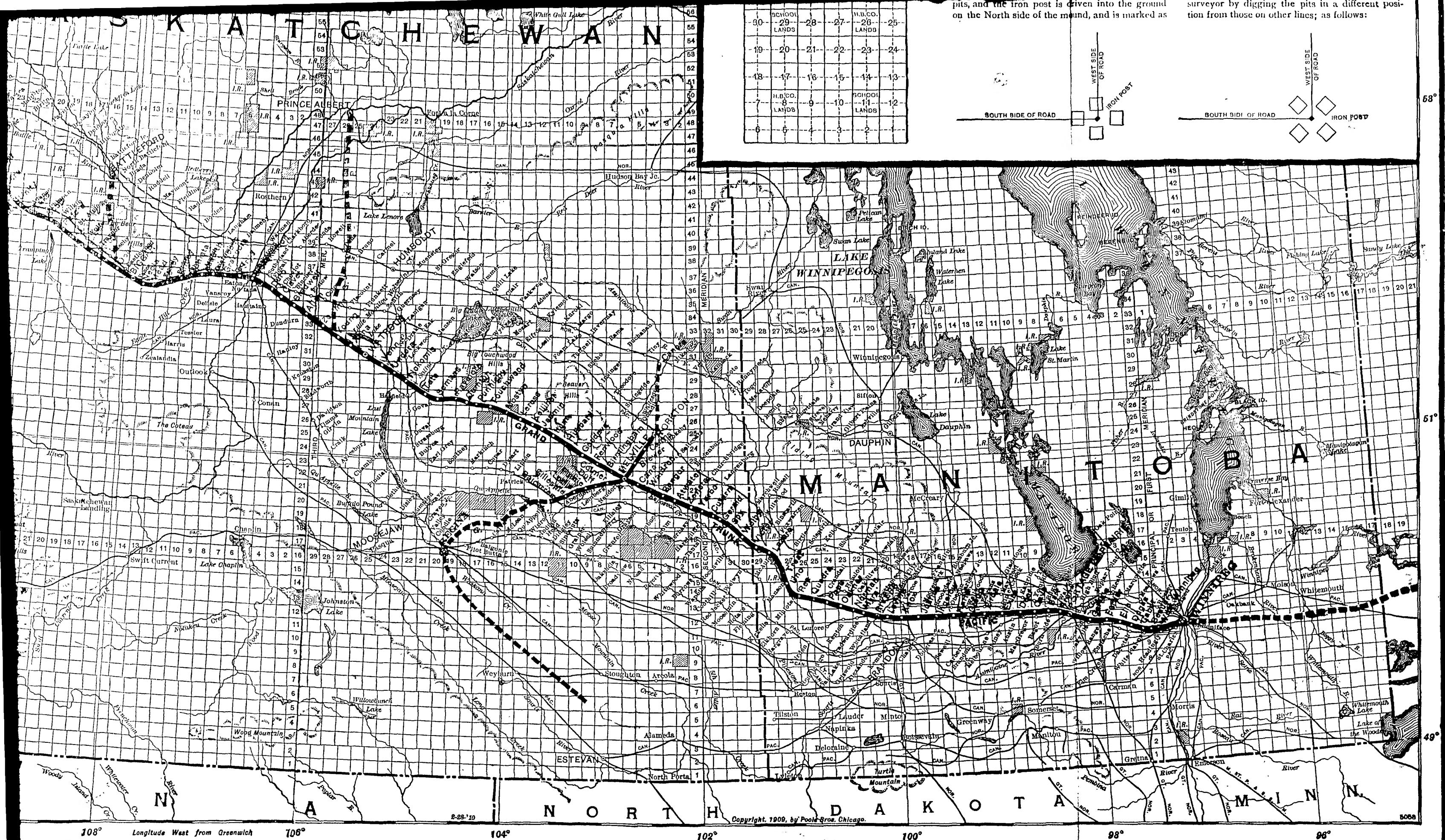
Townships are made six miles square. In order to maintain this size, and on the account of the spherical form of the earth, there occur in the surveys in the West what are called "Correction Lines" running East and West and situated twenty-four miles apart. It is on these lines that the "jogs" due to the convergence of meridians are left and they are indicated in the field by the surveyor by digging the pits in a different position from those on other lines; as follows:

58°

51°







pits, and the iron post is driven into the ground on the North side of the mound, and is marked as

Surveyed in the field by the
surveyor by digging the pits in a different posi-
tion from those on other lines; as follows:

4084